NEW SERIES No. 1237. 日八初月五年五十二緒光

THURSDAY, JUNE 15, 1899.

ORIENTED ABBERTOR

# Banks.

JOKOHAMA SPECIE BANK, LIMITEU ESTABLISHED 1880.

SUBSCRIBED CAPITAL......Yen 12,000,000 PAID-UP CAPITAL ..... RESERVE FUND.

Head Office: YOKOHAMA.

Branches and Agencies. NEW YORK. LYONS. LONDON. SAN FRANCISCO, HONOLULU BOMBAY. SHANGHAL.

LONDON BANKERS :: THE LONDON JOINT STOCK BANK, Ld. PARRS' BANK, LD. THE UNION BANK OF LONDON, Ld.

HONGKONG-AGENCY: -INTEREST ALLOWED On Current Account at the rate of 2 per cent. per Annum on the Daily-Balance. On fixed deposits for, 12 months at 5 per cent.

Agent Hongkong, 7th April, 1899.

LT ONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE LIABILITY OF PROPTORS.\$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. SIRBS, Esq., Deputy Chairman.

A. J. Raymond, Esq. Haupt, Esq. P. Sachse, Esq. R. H. Hill: Esq. The Hon. J.J. Keswick. | E. Shellim, Esq. A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER

Hongkong-Sir Thomas Jackson. Shanghai-J. P. WADE GARDNER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED : On Current Account at the rate of 2 per Cent per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 2h per Cent. per Annum. For 6 months, 32 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Hongkong, 6th June, 1899.

HONGKONG SAVINGS BANK.

"HE Business of the above Bank is conducted by the HONGKONGAND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGRONG AND SHANGHAL BANKING CORPORATION, T. JACKSON, · Chief Manager.

Hongkong, 1st August, 1895.

## IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

- Shanghai Tacls. SUBSCRIBED CAPITAL ..... 5,000,000 PAID-UP CAPITAL ..... 2,500,000 Head Office :- SHANGHAL

Branches and Agencies. HANKOW. CANTON... CHEFOO. PEKING. CHINKIANG. SWATOW.

TIENTSIN FOOCHOW. THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Tixed Deposits for 3 months.

E. W. RUTTER. h Acting Manager. Hongkong, 15th October, 1898.

THE NATIONAL BANK OF CHINA LIMITED. 

Paid up Capital ...... £ 324,374 HEAD OFFICE -HONGKONG. Board of Directors:-

Chan Kit Shan, Esq. ... Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Hongkong, 30th May, 1899. THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA INCORPORATED BY ROYAL CHARTER, 1853 HEAD OFFICE; LONDON.

INTEREST ALLOWED on CURRENT ACCOUNT at the Rafe of 2 per cent per annum on the Daily Balances

On Fixed Deposits for 12 months 4 per cents T.H. WHITEHEAD

## Intimations.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO CAPTAINS REMARKS SHANGHAI ... Ballaurat ... C: L. W: Feild ........... About 23rd June ... Freight or Passage. LONDON, &c.... Nubiat ...... G. C. Henning, R.N.R., Noon, 24th June .... Freight or Passage. LONDON ....... Japan ......... G. K. Wright, R. N.R. ... About 6th July ...... Freight or Passage. \* (Passing through the Inland Sea). † (See Special Advertisement). "

For Further Particulars apply to

Hongkong, 12th June, 1899.

H. A. RITCHIE, Superintendent.

# NAVIGAZIONE GENERALE ITALIANA

( Floring and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA, (DIRECT WITHOUT TRANSHIPMENT). Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,

NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, .. NORTH and SOUTH AMERICAN PORTS up to CALLAO, Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

\*SINGAPORE ...... 2nd September. \*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Algents.

IS THE BEST.

PER DOZEN.

PRICE & Co.,

12, QUEEN'S ROAD. Hongkong, 19th May, 1899.

Per case 1 doz. quarts... Telephone Per case 2 doz. pints

## STRONGLY RECOMMENDED FOR INVALIDS.

CALDBECK, MACGREGOR & CO.,

Hongkong, 25th May, 1899.

SOLE AGENTS.

Fa. S.S. "NUBIA."

Latest Novelties in trimmed and untrimmed HATS and BONNETS. A Choice Selection of CILLDRENS White Washing BONNETS and HATS.

FURNISHING DEPARTMENT -- New Oil Cloths & Linoleums, &c., &c. N.B.—An early Inspection Solicited.

UNITED ASBESTOS ORIENTAL

Untimations.

AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

ASBESTOS CO., LD., LONDON, CONTRACTORS TO MIM. GOVERNMENT.

MANUFACTC BES OF THE Best Qualities of ASBESTLY GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds, "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

DODWE'L & CO.; LIMITED, General Agents,

ESTIMATES given for ever DESCRIPTION of WORK.

### CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899. GEO. J. CASANOVA.

WOULD NOT HAPPEN

IF YOU USE

THE STRONGEST KNOWN

DISINFECTANT.

WATKINS & CO. 66, QUEEN'S ROAD CENTRAL. Hongkong, 12th June, 1899.

THE PHARMACY:

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET. Sole Agents for VIN PASTEUR the great French Nerve Tonic. Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

CARMICHAEL & CO.

# THE CLUB HOTEL. LIMITED.

No. 5-B, BUND, YOKOHAMA

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors,

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale. The PETER SYS COMPANY,

(Proprietors and Sole Manufacturers), 9, Old China Street, Shanghai.

12th October, 1898. APANESE POTOGRAPHER,

M. MUMEYA.

HIGH CLASS PORTRAITURE IN ALL STYLES.

ENLARGEMENTS up to 96" x 48"

Choice Collection of Coloured Local Views Costumes, Japanese Albums of every Description with Gold and Cherry Lacquered Covers in Several Sizes.

All descriptions of work done for Amateur Photographers and a SPECIALITY MADE of DEVELOPING FILMS IN THE SUMMER.

NOTE. Films are very liable to dissolve during development in a tropical climate, but by using the special developer supplied by this studio, this danger is obviated without the use

No: 8a, Queen's Road Central, (Opposite the Marine House) Hongkong. 3rd June, 1899

Some one

# Carries the Risk

Who carries the risk on your life? 11 you are not assured your wife and children carry it. If your house burns down without insurance, you have carried the risk and have to bear the loss. If you die without assurance your family has to bear the loss. Don't let them carry the risk any longer; they can't afford it.

## THE EQUITABLE.

T. KIENE Acting Manager,

1242

Intimations.

(RELIGIOUS PROCESSION.)
WEATHER PERMITTING

EXCURSION TO MACAO.

THE Steamer

will make an Excursion Trip to MACAO, on SUNDAY, the 18th instant, leaving Hong. KONG at 9 A.M. and returning at to P.M.

FARE NO SINGLE PARE

TICKETS to be had at the HONGKONG PRINTING PRESS

Messrs, CAMPBELL, MOORE & COS STORE. Hongkong, 15th June, 1899.

NOTICE. THE SECOND GYMKHANA MEET-

I ING of this SEASON will be held on the RACE COURSE, HAPPY VALLEY, on SATURDAY, the 17th June. G. C. MOXON,

Gymkhana. Hongkong, 25th May, 1899.

FACILITIES FOR ICE AT KOWEGON. THE HONGKONG ICE CO., LIMITED, baving appointed me Agent for the sale of their ICE at Kowloon, residents of that District are informed that Ice can now be had

at my Store there, at HONGKONG RATES. H. RUTTONIEE. Elgin Street, Kowloon. Hongkong, 3rd May, 1800.

# Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES

SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Let.

TO LET ID COMS with or without BOARD, in CEN-TRAL POSITION. Summer Rates.

c/o of this Office. Hongkong, 17th May, 1899:

TO LET. CEMI-DETACHED VILLA RESIDEN CES on Bowen Road (now in course of

PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PERL STREET. OFFICES:—ist floor, No. 10, PRAVA CENTRAL (Lately occupied by Messrs, MELCHERS & Co.)

THE HONGKONG LAND INVEST-MENT & AGENCY CO. LD. Hongkong, 18th May, 1809.

TO LET. WITH IMMEDIATE POSSESSION. THE SECOND FLOOR of No. 7. QUEEN'S

ROAD
Apply to
E. D. SASSOON-& CO. - Hongkong, 23rd May, 1809.

ONE LARGE ROOM, THIRD FLOOR OUZEN'S BUILDINGS. S. W. CORNER Apply on PREMISES.
Hongkong, 31st May, 1899. [7350

OFFICE ROOMS on rist floor of No. 4.
Queen's Road, Central, (lately the IM.
PERIAL BANK OF CHINA).

Acting Manager.

BEANCH OFFICE

No 9, Priva Cepiral Hongkong, 7700 - Hongkong, 31d March, 1890.

TH. WHITEHEAD:
Manager, Hongkong,
Hongkong, 20th May, 1808.

#### To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY LIMITED

FOR AMOY AND TAMSUL THE Company's Steamship

"FORMOSA," Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 15th June, 1899.

CHINA NAVIGATION COMPANY LIMITED.

FOR TAKOW. THE Company's Steamship

"NINGPO," Captain, Phillips, will be despatched TO-MORROW, the 16th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 15th June, 1899. DOUGLAS STEAMSHIP COMPANY.

FOR SWATOW, AMOY AND TAMSUL PHE Company's Steamship

" HAIMUN." Captain Milroy, will be despatched for the above Ports, on SATURDAY, the 17th instant,

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.# Hongkong, 15th June, 1899.

CHINA NAVIGATION COMPANY

FOR SHANGHAL THE Company's Steamship

Captain Frazier, will be despatched as above on SATURDAY, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 15th: June, 1899. THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship

'SUMIDAGAWA MARU,'' Captain S. Namekata, will be despatched for the aboveports, on WEDNESDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Hongkong, 15th June, 1899.

FOR NEW YORK VIA SUEZ GANAL. THE British Steamship

" MACDUFF." will be despaiched for the above port on or the 22nd instant 💉

STEAMERS. BIRCHTOR ". ...... GHAZEE "..... 'COMMONWEALTH" For Ereight, apply to DODWELL & CO. LIMITED.

Hongkong, 15th June, 1899. THE "MOGUL" LINE OF STEAMERS.

FOR SHANGHAL KOBE AND THE Steamship

"BRAEMAR" , will be despatched for the above FRIDAY, the 23rd instant. For Freight or Passage, apply to DODWELL & CO., LIMITED,

Hongkong, 15th June, 1899.

THE EAST ASIATIC CO. LIMITED. FOR MARSEILLES, COPENHAGEN AND ST. PETERSBURG HE Company's Chartered Steamship

Captain Olsen, will be despatched as above on or about SATURDAY, the 24th instant. For Freight, apply to ARNHOLD, KARBERG & Co.,

"NORDHAVET."

Hongkong, 15th June, 1899.

PACIFIC MAIL STEAMSHIP COMPANY

NOTICE CONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate, delivery of their Goods from

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense;

Hongkong, 15th June, 1899.

# AN APPEAL

respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that. she will be pleased to receive orders for all kinds o NEEDLE WORK

Intimation.

A.S.WATSON & Co. LIMITED.

MINORTERS OF HIGH-CLASS

SHERRIES

B .- SUPERIOR PALE DRY, dinner wine Green Scal

Capsule :-C.-MANZANILLA, PALE NATURAL SHERRY, Capsule - - -

CC -Superior Old Day, PALE NATURAL SHERRY, Red Seal Capsule - - -

D.—VERY Superior OLD PALE DRY, choice old wine, White Seal Capsule -

E.—Extra Superior Old ALE DRY, very finest quality, Black Scal Capsule (Old

B. C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

- Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

# The Hongkong Gelegraph

HONGKONG, THURSDAY, JUNE 15, 1899.

#### NOTES AND COMMENTS.

We strongly commend to the attention of our readers to an extract from the third number of The London Letter which we take the liberty of publishing. It contains a very clear and a very plain spoken expression of opinion from the JOHN DOWNRIGHT, whoever he may be, on the nature and value of the recent convention between Russia and England upon which our statesmen, and especially Lord Salisbury, are priding themselves so much. The convention is of no practical value whatever and its signature by Russia has only been a sop thrown to the Cerberus of English public opinion to throw the British public off, its guard while the astute Russian is crossing the barriers which. he should never have been allowed to an-

A peculiar law case is in progress in Eng land, and one of the decisions given in it i of no little international interest. A man named Burkows, who was wounded in the JAMESON raid, brought an action against Mr. RHODES for damages. Mr. RHODES cooly pleaded that Burrows could not bring action, as he was particeps criminis. This view was not adopted by Mr. Justice Gran THAM, before whom the case was heard. He argued as follows :-

"As the expedition in question is alleged to have been something in the nature of a highway robbery, I am surprised that the defendants did not refer to the case of Everet Williams, mentioned in Lindley on Partner ship fifth ed, 101), which it was said was a suit by one highwayman against another for an account of their plunder, the bill alleging that the plaintiff was skilled in dealing in several commodities, such as plate, rings, watches, purses, &c., and that the detendant ipplied to him to become a partner, and that, after dealing together at several places, such as Bagshot, Hampstead, Salisbury, setc., they differed as to their respective shares, and so the suit in Chancery was instituted [for an account. The bill was dismissed with costs, because it was held that they were both particeps crivinis, and so plaintiff could not recover. Perhaps it may be that the learned counsel were afraid to refer us to this case lest the same results should happen, viz that the counsel who signed the bill was made to pay the costs of the bill, and the solicitors. were fined £50, and the plaintiff and defendant were both hanged."

If BURROWS wins his case, Mr. Ritones morning by the death of Sergeant G. McKenmay be subject to a long line of this sort of suits. The British press accepts Mr. GRANTHAM'S view as correct.

The Japanese have adopted a new code of laws, which is formed so much in accord- to have his days numbered so soon. He was a ance with Western ideas that . Europeans and: Americans have no reasonable excuses for refusing to submit to Japanese courts. French and German law has chiefly been copied.

A writer in The Contemporary Review claims that there are other points of simila rity between the Russians and Americans besides the bigness of their territory and their industrial undertakings. He says "What impressed me most about the coucated Muscovite, however, was his extreme nervousness. He is conscious that h country has lagged behind Westrn nations. he is also conscious that it has been going forward this last decade by leaps and by bounds; he wants to know what you think of him and his country, The only other people I know who are so sensitive to criticism are the Americans. Both Russians and Americans have a childlike glee if you praise them. If you dispraise them their first thought is that you are insular and hinappreciative, and then they show an inclination to sit down and cry with vexation, not because they are not proud of their country, but simply because they are supersensitive.

### REUTER'S TELEGRAMS.

THE FAMINE IN RUSSIA.

LONDON, June 13th. Famine and disease are making fearful ravages in the Eastern provinces of Russia. The recent cold has ruined the crops in the North and Centre, and drought has ruined them in the South.

### WEATHER REPORT.

The Observatory report says: -On the 15th at 12.15 p.m. The barometer is above the normal and continues rising slowly on the China coast. Gradients are slight generally FORECAST: Variable winds, moderate; squally with thunder showers at first, probably im proving later.

## LOCAL AND GENERAL.

DOWN to the end of April the Cuban and Philippine wars had cost the United States \$300,000,000 (about £60,000,000).

At.1. the special duty men of the 2nd Oregon regiment at Manila have been relieved, preparatory to the regiment's departure for home, which is expected to be some time in the very near future:

ADMIRAL Dewey, says an American paper, shows his good sense by declining the \$100-perplate banquet tendered him by the New York Board, of Trade. Incidentally he shows that he remembers Coghlant

On account of the recent storm, the river Ilog overflowed its banks and inundated the town of Habankalan. In the district of Binjeuil a bridge was carried away by the force of the waters. The damage caused by the inundition is estimated at \$80,000.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:-

M. J. Patell Fagging .....

GERMAN paper gives the following method of detecting small cracks in steel tools : The tool, near the cutting edge, is to be dinned in petroleum, which must be rubbed off clean and the surface then wiped with chalk. The petro leum, which has entered the fine cracks syeat out on the chalk and the rent is visible in whole extent

TILE German authorities at Kiaochou have come to an arrangement with the Foreign Chinese Customs to undertake the control of trade in the German territory, and a very wise decision this is, as the experience of the Foreign Customs will be the gain of the German Authorities in facilitating the trade of their recent concession.

THE proposal to build Admiral Dewey a fine home and settle a fortune on him recalls the fact that several heroes of the Civil War were similarly rewarded. Grant received houses in Philadephia, Calena and Washington; and Shernian, Sheridan, Farragut, and Porter were either domiciled or given large sums of money. As Dewey is a widower he may not choose to maintain a private residence, but he probably would not mind owning a fine rentable mansion

In consequence of the increased popularity of a flesh diet and the extension of the armaments. which has necessitated the use of more horses. we learn from a Japan contemporary, that the number of horned cattle and horses reared in Japan has been considerably augmented. In 1897, the number of cows and oxen exceeded 1,210,000, and the number of horses 1,590,000. Cows and oxen are most numerous in Okuyama prefecture. The number of the homed cattle slaughtered for food in 1897 was 158,504, and the number of pigs 107,034:

1.00M was cast over Military circles this sey of the 25th (Southern) Royal Artillery, The deceased, who had sixteen years service, was a smart, soldierlike man, weighing between fifteen and sixteen stone, and was the picture of health-the very last man one; would think good all-round athlete besides a member of one of the winning tug-of-war teams of his regiment. The actual cause of death has Gentlemen's Shiris made to order, and Cliffs
and Collars rangered on old control of Cliffs and Children's Under clothing C not yet been discovered as he only

Madrid Covernment with the object of obtaining the tolease of their husbands, have decided lo call upon him in order to ascertain how the negotiations are proceeding. They intend also to telegraph to the Queen-Regent asking her to exert her influence in the cause of the poor prisoners in the tentre of Luzon.

TO NIGHT Messrs. Dallas and Musgravo's Dramatic Company make their re-uppearance at the Lyceum Theatre, Shanghai, in Dion Boucicualt's celebrated Itish Drama "Conn the Shaughraun," Fhis talented company, which treated such a favourable impression during their previous visit, have added further laurels to their reputation throughout Japan. Irish drama has always been extremely popular and should draw crowded houses during its run in Shanghai.

Ar the request of Governor Liu of Chekiang H.E. Sheng, Director-General of Chinese Telegraphs, has given instructions for the lay ing of a telegraph line between Wenchow and Thichow on the Chekiang sea coast. This will enable Governor Liu to put himself in immediate communication with all important points lying between Hangehow and the coast, a step rendered all the more urgent owing to the critical state of affairs now in that province. Work on the new line will commence by the middle of the current month and is expected to be finished in a fortnight.

Busides the Italians, it appears that the glories of the Century is none greater than this military offence. If he had complained to a Chinese officials in Chekiang are also closely All other enterprises of beneficence must yield military superior he would have got satisfaction watching the movements of the Franch in that province, caused by the fighting and rioting lalely between the people and R.C. converts in the district of Taiping, Taichow, prefecture, near Ningpo. It is reported from Hangchow that several French men-of-war have been recently observed cruising in the vicinity, of Taichow, and besides sending a Taotai, named Wit, to Taichow to settle matters the Governor of Chekiang has also ordered the troops along the coast to prevent French armed forces lands ing to aid the Roman Catholics.

BEFORE leaving for Wei-hai-wei, H.M.S Powerful took in 2,790 tons of coal, the largest amount ever taken on board a ship in this harbour for steaming purposes alone. Working night and day the coaling of the ship was concluded in 22} hours, at an average speed of 121 tons an hour. Looking at the records of the Channel Fleet it is noticed that 800 tons have been taken in at the rate of 200 tons an hour, but that speed could not be maintained in a heavy coaling like that of the Powerful The performance is, therefore, deserving o every credit to Captain and officers, and special praise is due to the Fleet Engineer and staff for the promptitude with which the coal was

As General Black's name has been mentioned in connection with the Kennedytown-Aberdeen section of the proposed road Yound the island we reproduce what the General said on the subject. In his letter to the Jubilee Committee suggesting the construction of a road from Wanchai Gap to Wong-nei-chong Gaphas n memorial of the Diamond Jubilee he wrote; "Although it would be out of place to criticise the scheme for the construction of a road round the island, the utility of which I readily conas to its defensive Value, because our troops would move on the inner line, not on its cir cumference." As far as we know, this is the only opinion that has been publicly expressed by the General.

THE second engineer of the Zafiro. Amos Hadaway, who arrived from Manila on Tuesday, was killed early, yesterday morning by falling from a verandah at Mrs. Lewis's boarding-house at No. 3; Wyndham Street. He had been wandering about town during the day, and returned to the boarding-house at about eight o'clock on Tuesday night rather the worse for drink. At about a quarter past one yester day morning Mrs. Lewis heard a thud, and on going to see what was the matter found that deceased had fallen from the verandah a distance of about 50 feet on to the street. His skull was battered in and death must have been instantaneous. The body was moved to the mortuary by the police on their being informed of the occurrence.

### CENTENARY OF THE CHURCH MISSIONARY SOCIETY

AN INTERESTING MEETINA

in connection with the centenary of the was held last night in the City Hall. The Hon-W: M. Goodings presided, and he was supported by the Bishop of Victoria, the Revall Lloyde the Rev. C. Bennett, the Rev. F. Flynn, the Rev. T. W. Pearce, and the Rev. R. F. Cobbold. Special services were also held on Sunday at

Missionary Society. I could not but feel that a cight qualified Edropean medical mention of like much wood in a sight qualified in the specific of the mulified report of the second state of the second state of the second second state of the second me I consented not only because, at the present time, it becomes us all clergy and lait to
been our Bishops, but because I am in entire
sympathy with the objects and aims of this as
as well as of other Christian Missions; Those
objects and sime I take to be to spread the
knowledge and benefits of Christianity among

whom were also drashed to the progress of the most of the progress of the prog

THE wives of the Spanish prisoners, on learn. The work of the missionary must be extremely ing that General Jaramillo had wired to the landuous as well as full of danger, such workers well deserve both sympathy and support the great events of the ninetcentle entury the we can now calmly review those of the preceding centuries long since past-and gone, when lies is seeks for the congins and causes of the cast

changes this century has seen effected in the world, he will find that the steam engine, the steamship, and the electric wire will not account for their all. He will have to reckon with the morning well as the material forces at work. and surely the greatest of these moral forces. the silent but steady progress of Christianity If you will permit me I will read to you a fow ines from the History of the Nineteenth Century, by Robert Mackensic, whom I think you will consider an impartial and broad-minded historian if you peruse his writings. I quoted the passage three or four years ago when I had the honour of taking the chair at the Centenary inceting of the London Missionary Society in this Colony, because it seemed to me that it might be well to cite the testimony of the historian rather than that of more interested. parties, He says .- "In the foremost mak of powers destined to change the face of the world. stand Christian Missions. These may almost the imposing magnitude which they have aspect of higher moral grandeur than the openor two men sent by this Gliurch and by that bined to make him pay. are seen going forth in obedience to a command . If the sufferer had been an enlisted man, he superstitions and convey into every heart the ennobling influence, of the Christian religion. The success already attained gives sure promise

of results, the greatness of which we as yet but dimly perceive. The early suggest tion of missions was received with dislavour. When some good men invited the Church of Scotland to give encouragement to such enterprises, the representatives of that body declined the invitation. They could not well argue against imparting to heathens that gospel-yhich I was the business of their own lives to teach. Nevertheless, the proposal was unacceptable. One clergyman deemed it visionary, another wished the result to be obtained by prayer and waiting, a third saw revoluntionary tendencies in every form of united-action and frembled for the constitution. On grounds such as these the more towards the Colonial Revenue, Surely Church of Scotland, by an overwhelming the Government officials must be blind if they majority refused to sanction missionary effort. fail to see that they are making the Opium Such was the state of things in 1795, and at Farmer a present of the extra revenue which that time the attitude of the Church of England | should, by rights, find its way into the public was for the most part much the same. How purse. great leas been the change since then. But, if Even in much abused British North it is sometimes alleged that the results are still Borneo the sopium Farmer, is kept well

0.000 Christians-not including the Basel Mission or the mission to the Hakkas but. simply Gantonese Christians and he found every year in the Kwangtong province towards: these very men were the men who canie forto maintain the Christian cause in the province their blunders are, in reality, strokes of genius? of Kwangtung. The gospel was reaching the people of Kwangtung in various ways, Therewas the preaching in the open air, the preaching in chapels, and so on, but he thought the most interesting feature perhaps of all were the efforts of the natives themselves to make known to the heathen around them the truth which they had received themselves. The Rev. Ll. Lloyd gave an encouriging

report of work of the Church Missionary

Society-in the Fullkien province. He said that in that province there were nearly so,coo Christians, about 20,000 of whom were connected with the Church Missionary Society. In the province of Hokchiang they had to churches. About one alf of these were simply Chinese houses rented: very cheaply, and there service was held and all sorts of work was carried on. The other half were specially built churches ! Chey could build a church in the Fuhkien province for about 1100 quite good enough for the Chinese at the present time. There were two native clergymen in that particular province, working very earnestly, and very realously, Nothing

Country dutores the ppintons depromet Correspondents in this column is HE FATE OF A CHINAMAN TOTAL PROPERTY BROADERS ! HONORONG VERLEURARIE.

SIR -Au ainusing incident that occurred at a milliary station quite recently has been brought to my notice, by way, of illustration of he difference in position of an enlisted and an unerlisted man in our atmyr face to face with nis military superiors.

At-let us say Wol hal-wei-thore are Chi-nese employed in a military department—suc of uniform. The head of their department, for good reasons doubtless, insists upont uniform being always worn and is very strict in his denunciations of any irregularities in costume. The other day going his rounds he found a pair. of elegant Chinese silk trousers - not uniformhung out to divafter vivasibly, a badly needed. wash. I do not know whether the offending garment was suspentied in a prohibited locality or note: Anyhow the communiting officer resented their appearance and to save the owner from the risk of punishment for wearing them, be regarded as products of this Century, and he pulled them down and fore them up. He is a most excellent commanding officer and a gained is altogether recent. Their beginnings real good fellow, but has a bit of a temper. He were so small as generally to avert hostility by | had to pay for the trousers. The Chinesoling securing the contemptuous indifferences of the employ combined together, mised n fund those who might have been unfriendly? There for the purpose of taking proceedings in the are few things in human history that went an event of no satisfaction being given. He most probably would have paid any how when he ing of what are now our great nussions. One. cooled down, but the fact is the Chinese com-

spoken eighteen hundred years ago to begin would have had no redress. No court would the enormous work of undermining heathenism; have been open to him. His commites could and reclaiming the world to God. Among the not help him in any way without committing a military superior he would have got satisfaction to this magnificent attempt to expel debasing perhaps but would have been a marked man for the rest of his service. With analogies for encroaching on your

OLD SOLDIER

Hongkong, June 15th 1899. THE OPIUM FARM.

To the Entre of the Liference Trucketh DEAR SIR, -I was much interested in your escrence, in last night's Notes and Comments. to the action of the Government in extending the Opium Farmers contract to the new territory with its 50,000 odd inhabitants with out requiring him, the farmer, to pay a cent

insignificant, if must be remembered, how in hand and is not allowed to pocket revenue, recent has been the effort and how propor which should find its way into the Treasury tioned to the gigantic nature of the task to. There as here, the Opium Farm, is tendered which that effort is directed. I will no longer for and a fixed sum, per month or per year, detain you, but will ask you to listen to those decided upon as the price to be paid by the whose lives have been given to this great and Farmer for his monopoly. But the B. N. Borned Government is well saware that the The Rev. C. Bennett said that al the begin - Farmer's profits will increase in proportion to ning of the present century China was closed the Chinese population and so he is required. to the gospel, but what did they see now in To increase his payments in proportion as the Kwangtung ? They found native cliurches in Chinese population grows by simmigration, many citles, and they found in them over The population to be catered for by the Honge kong Opium Farmer has nowbeen increased by some to oco persons and therefore he should be charged, so much per head for his new customers. also that these men subscribed over \$12,000 Of course out officials, will say that they have foreseen all nossible objections to their action: the support of their churches. He wanted and that things are not really is they appear to them to notice that because some people said be and that no loss to revenue will result. Let that if foreigners were to withdrawn from us hope it may be so, but the Honglong Chinese work the congregations would relapse officials have not of late shown that I wonderful and that in a few years Christianity would dis- ability to grasp the true inwardness of affairs appear from China. Nothing of the kind. In that they would have its believe they possess. former limes the Chinese were supposed to Would't not be far better to take a hint from cede, I take exception to the statements made worship the almighty dollar and to place the British North Borneo instead of plunging into accumulation of wealth in the first place; but a line of policy which, if hot wellially idiotic, causes our officials to waste much valuable ward and showed their self-denial and holped time in striving to convince the public that

Hongkong, June 15th, 1899.

## THE PLAGUE

Do do during past 24 hours

#### DISASTROUS FIRE IN THE FOOCHOW ROAD

most disastrous fire, the mignifude of ich at the time of going to press it is im inspired him so much as to go about with these possible to estimate, broke out on Sunday night two earnest Chinese clergymen. Then they latten minutes to seven on the Foochow Road. had in this province over 5,000 converts; and 30- The outbreak occured at No. 607 the basement marked was their work and so felt by the of which was let to a bookseller whilst the Chinese officials themselves that on two sepan tupper stories were utilised by a tea house prorule occasions the Archdeacon thad then prietor. How the conflagration originated is publicly thanked by the Chief Magistiple part not yet determined but aided by a strong Hokchiang for the good influence exercised by a southerly breeze the flames spread with alarmthe missions. They frequently heard it said ing rapidity enguiphing the immediately that the foreign communities mear the mission adjoining property and in an incredibly short. fields cared nothing for missionary, work, but space of time spreading to the buildings of this was not true it, the people of England, the coposite side of the narrow toad and only came forward to help messupary work up worked north and south of the Shantung Road the same way that the people was poochow did destroying a dozen liouses on the same of the the coffers of their society was taidily given but the St. John's Cathedral, St. Peter's Church, Kowlook | flowing | A great deal was done here in Hongs | brigades were not slow in putting in an appear (Seaman's Institute and the Naval Deput), and kong towards mission works not ostentationsly and and are once seem that no mean task the Peak Church. At the Cathedral the Rev. There were plenty of species and leefe going had to be performed, and with a preliminary Ll. Lloyd preached at the eleven o'clock service | about the world as regarded missionaries cand | paucity of water supply the fire gained a strong and the Right Rev. the Bishop of Victoria at it always struck bim he strange that the diction hold. The utmost endeavours were used to the evening service. On Tuesday evening of any wanderer who lyed six weeks in a place prevent the plamas from spreading but all there was a meeting at the Seamen's Institute. Should be taken below that of a missionary refered linavailing and one by one the filmsy Kowloon. The Bishop of Victoria presided who bud lived among the people for what and land dangerous labrics designated divellings in and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Li. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd, spoke on "Work in Eulis Years" and Rev. Lloyd in Eulis Years and Re When I was asked, a few days ago, to take the im South China, pointing out they had and it was a market by during to approach even chair at this interesting meeting, held in com- 23 missionaries in the two provinces and elevent within measurable distance of the burning memoration of the Centenary of the Church native clergy, in addition so which they had bless the inflationable structures tumbled a

### FROM JAPAN PAPERS

The Wiju Railway Concession Rumour has it that the French concessionaire for a milway in Wile, Phyongan-do, Korea, has approached a certain body of Japanese, with a proposal to sell his right much after the manner in which the concession to construct the Sou Chemulpo Railway was some time ago sold by its original concessionaire, Mr. Morse, to

#### The Coal Market.

Japanese syndicate.

According to the Osaka Asaki the stock coal at Moji has now accumulated to over 1,200,000 tons, and there is also an accumulation of some too,000 tons at the Hokkaido collieries, while a large stock of Iwaki Is also fon hand. There being no prospect of any improvement in the coal market, the holders are considering the advisability of parting at low prices, and a competition to realise the stock will shortly be commenced.

#### An innocent man Detained TWO PROCURATORS CENSURED

That the authorities are in carnest in the endeavour to carry out the new regulations the detention and release of prisoners may be seen from the following incident. On the 19th ult.; Mr. Kajjkawa, a Procurator in the Formosan Supreme Court, and Mr. Akiyama, a Procurator in the Tainan Court, were reprimated for neglecting to give instructions in regard to the release of a prisoner (Formosun), who was declared innocent by the Court on the 30th November last. He should have been set a liberty.immediately, but instead was detained for some time.

#### Freight charges between Formoss and Japan proper.

The question of reducing freight charges between Formosa and Japan proper, was given to and from Formosa principally rests. The freight schedule on goods for Formosa at present (June 1st) in force will be reduced by 20 to . 30 per cent. all round, while for the staple exetc., the rate will be lowered by 50 per cent, the reduction varying in rate according to the quantity of cargoes. The new departure will be enforced from to-day.

#### Pirates rob a Junk.

The Selsu Maru, a junk owned by Mr. Genji Watmabe of Kamogawa-mura, Chiba prefecture, arrived in Yokohama a few days ago manned by three sendo with a cargo of fuel, wood and charcoal. "The sende, after landing the consignments, reloaded their boat with a cargo of sugar and were sleeping off their fatigue with their craft at anchor in front of the Grand Hotel on Monday week. About 9 o'clock that night four unknown men rowed up to the juhk in a small boat, and, quick as lightning, two of them boarded the Selsu Maru and by a liberal display of naked short swords they succeeded in making the sendo disgorge yen 42.80, and in another instant they were back in their little boat which then disappeared in the night mist. So far the police are said to be without any clue as to the identity of the pirates.

#### Opening of the Hyogo Canal.

At the invitation of the Hyogo Canal Company, a large number of visitors assembled on June 4th to take part in the opening ceremony of the Hyogo Canal, which is now completed; Mr. de Lucy-Fossarieu representing the Consular body. "Unfortunately the weather was rather unfavourable, rain falling at intervals. Among the speakers were the Governor, Mr. Ohmori, the Mayor, Mr. Narutaki, the President of the Canal Co., Mr. Miszu Kenshiro and the Manager of the Company. The company is to be congratulated on the completion of this important undertaking, which has been in progress for two or three years. The canal now stretches, right across Wada. Point and enables junks to reach the Kobe harbour from Hyogo without passing round the point. Much building is now going on along the bank of the Canal; and there is every sign that the under-

## American Beef for Japan.

A vernacular paper states that recently an American newly arrived in Kohe, paid a visit to the Settlement Municipal office, and to the Kencho, to inquire if they had any, information regarding the number of slaughter-houses, and the number of animals slaughtered for food in the Empire. As the local authorities were not in a position to supply such information, he was advised to apply to the Agricultural and Commercial Department in Tokyo. It is stated that the inquirer intends to establish slaughter-houses, or to import meat, foreigners' being entitled to carry on such business in Japan at any place, when the new Treaties come into operation. The gentleman in question has informed the vernacular papers America, where it is sold at ten cents perpound. [It is not stated whether these are gold:] or silver cents.] He added that the foreign lack commercial experience, and that as long residents in Japan declared that Japanese beef as they continue to show an ignorance of the was very good in taste, but that the price was. too high, so that beef might be imported with. great profit.

We venture to think that what the foreigner in Japan yearns for is New Zealand and Australian mutton, rather than an additional supply of beef. - Kohe Chronicles

# Japanese Superstition.

would be cured. Hearing this report, wor- engagements, and causes Japanese undertak- gerous position. shippers came to the number of two or three ings to be regarded as unreliable. Many About ro'clock Mr. Sims, steam yacht Snow

Code Criminal Procedure in Japan. The reader will doubtless remember that in the early part of the present year, we (Kokumin Shimeun), published, both in our Japanese and English columns, a letter from a barrister, calling public attention to the desirability of reforming the form of the sentence passed by the law court in a criminal case. The point urged by our correspondent was that the reasons of a decision should be clearly put down in the sentence, whereas the practice had been thitherto to give the sentence the form of an arbitrary announcement. The proposal has been taken up by the Diet and a revision to that effect was made the Code of Criminal Procedure which took effect as law since the 11th of April. But some doubt appears to have existed as to the construction of the text of the new article in the Code of Criminal Procedure, certain Judicial officials maintaining that the new provision did not oblige them to make the form of the sentence more explanatory than they had used to under the old law. Now, by a happy coincidence, our correspondent, Mr. Imoto, happened to be instrumental in bringing the issue to a test. In a letter, which was published in our Japanese column on June 3rd, he summarizes a decision of the Supreme Court which was made in favour of his client, and which serves as precedent with regard to the construction of the new provision. The Court of Appeal in Hakodate passed a sentence upon Mr. Imoto's client, in which the evidences against the defendant were enumerated but no explanation was made of the reason of the decision. The case was then brought to the Supreme Court, which denounced the form of the original sentence as contrary to the new provision in the Code of Criminal Procedure. Those who have been interested in the reform may congratulate themselves upon the consummation of their object.

#### Terms of Japan's Loan.

The official report of the conclusion of the loan contract in London having been received definite arrangement by the Osaka Shosen I at the Department of Finance, its terms were Kwaisha in whose hands the steamer service announced in an extra of the Official Gazette on Thursday. The salient-features of the con-.tract are as follows :--

The amount of the loan is ten million pounds The floating of the loan shall be undertaken ports of the island; such as tee, sugar, campher, by a syndicate composed of the Yokohama Specie Bank, Parr's Bank, the Hongkong and Shanghai Banking Corporation, and the Char tered Bank of India, Australia and China.

The bonds of the loan shall be unregistered coupons shall be attached to them; and th value shall be entered in terms of British cur-

The interest shall be at the rate of four per The redemption shall begin after ten years calculated from January 1st 1899, and be completed in forty five years, by drawing lots,

according to the convenience of the Japanese The price of issue is not given in the official notification; but, in a communication to the press from the authorities in the Department of Finance, it is given to understand that the price of issue shall be at 90 and that a commission of four per cent, shall be allowed to the underwriting banks. Thus the amount to be realized by the Japanese Government is 86 for the facevalue of 100. It is pointed out that the terms of the new loan compare favourably not only with those of our war and consolidated loans, but also with those of the Italian loan in London. The following table showing the rates of interest on the market prices of various loans has been prepared by the Financial authorities.

Thick of issue. Thickest Thickest	st
on face on price	
value. of issu	c.
Present loan 90 4 4.444	
market price	
in London	
War loan 105.1 5.128	. *
	0
Con. Ioan 94-14 5 5:277	130
Ger janloan 91	٠,
	1
Russianioan aloi	
Italian loan 95	1, 0
	1
Chineseloan 84	

It will be seen from the above that the rate of interest on the present loan is only a little higher than that on the Russian or German loan. Another satisfactory feature of the present loan is that after ten years it may be redeemed at the will of the Japaneso Government. When, therefore, the financial credit of this country is enhanced, the present loan may be converted into one of a lower rate of interest. It is said that the Government had to overcome considerable difficulty in securing this condition.

A Jupanese View of Direct Trade. In a recent article on direct trade between Japan and foreign countries we (Kobe Chronicle). pointed out some of the reasons which seem; at present to prevent such direct trade taking place. We there haid stress on the fact that apanese merchants have a bad name in foreign countries for commercial improbity, and whether this reputation is or is not quite in accordance with the facts, yet there; existed sufficient evidence to show that it unfortunately that beef was much dearer in Japan, than in name for commercial morality, which time had much foundation. Putting aside this bad alone will enable the Japanese to live down, methods by which foreign commerce is con-

consider the charge of commercial in roadway. At the courses to the castern great difficulty in obtaining letters of credity with weedcage, while at the American hatoba without which a large business with foreign a large sampan belonging to a Chinese tailor. countries cannot be conducted. In reply was smashed. There were three sendoes in expect from direct trade, our informant replied and one man failing to reach the shore was that it was "the outcome of a belief that for drowned A lighter of 100 tons capacity, fation elgn merchants are always in every instance with hemp, belonging to Messrs. Jack Young making large profits by buying cheap and sell- & Co. was sunk. ing dear." We need scarcely add that our Japanese friend hastened to assure us that he was of short duration, the wind gradually was well aware that these large profits were subsiding from about four o'clock As indicatmythical. His summing up of the whole matter was to the effect that while direct trading on any large scale was at present impossible, every effort should be made by Japanese to gain practical experience and to acquire an insight nto the way business is conducted between foreigners themselves. When that insight is acquired, then it will be possible to make some effort at establishing direct trade without the intervention of foreign merchants, but it was a long time yet to look forward to, and in the meanwhile the Japanese must strive to do away with the anti-foreign feeling and make the best of the opportunities which the presence of foreign firms in their country gives them.

#### The Feast ended.

For nearly two weeks, says a Yokohama ournal this commuity have had the pleasure of enjoying the performances of the best Dramatic Company that has ever evisited Japan-the Dallas and Musgrave. During that time they have presented both dramas and comedies, and, strange to say, shone brilliantly in both. This is remarkable when it is considered that each play required the whole strength of the Company, and in each they filled their parts so ably that nothing but praise has been showered. Rake at the disposal of parties desirous, of a upon every individual member. Nobody in this community for a moment thought the a sort of proprietary interest in the yacht, and Company would pay expenses and while press as our contemporary the Hiogo Evening Nervis cports spoke of them in the highest tenns the first performance was attended out of pure sympathy, and with the intention of aiding. them in their unlucky venture. This first performance was a surprise not only as to the talent displayed; but also as to the costumes and scenery, the result being that every one present went away pleased and told the good tidings to his friends. The second performance simply emphasized the but could not get back to the vessel owing to first impressions, the result being, that instead of playing to empty benches, full houses greeted every performance, and the close of the season was regretted by all who had partaken of the dramatic feast which they so enjoyed. Yokohama has had the reputation of being "a gay town" and the experience of most companies has been a financial failure : and when they have had to depend upon their receipts the result has been either skipping out of town. at la Dagmar, or having their friends to assist them. When we met Mr. Dallas we told him we wished him well, but he also had our sympathy; smiling, he said he hoped to pay expenses and would aim to receive support by the class of plays he intended to present. He came: sawed away, and conquered, and just before his departure he called and asked us to express his gratitude and satis-

faction for the liberal support he has ed up and although the sea repeatedly broke received at the hands of the community both professionally and socially. He says that for foreign population Yokohama has been the best show-town he has visited in the East, and he is so pleased that he proposes to visit us again port side. The starboard side has of course next year with a new Company and new plays. He realizes that light comedies are more appreciated, and as soon as his season closes at are quite intact. All the moveable gear, bal-Calcutta he will proceed to London and secure the best talent procurable, and visit Yokohama about May 1st of next year. He already has secured musical comedies and authorizes us to

announce the same : "The Geisha "Yashmak "Greek Slave "French Maid

"Runaway Girl" These and other new plays will require musical as well as dramatic talent and this will be. secured. The many friends of that sterling actor, Daddie Ferrel, will be glad to know that he will return with the new Company, and we can assure him a hearty welcome. The versatility of Messrs. Dallas and Ferrel is really wonderful, and their representations in "A Pair of Spectacles," were masterpieces in comedy for which they will long be remembered. We

wish to add a word in praise of the gentlemanly and ladylike qualities of every member of the Company, for it is the first one that we remember having visited here that did not have one or two black sheep leaving unpleasant reminisences behind them. Wo-wish Messrs Dallas and Musgrave all the good luck to which their talent, geniality and gentlemanly qualities entitle them, and we but echo the sentiments of the community when we promise them a rousing house and a hearty welcome on their return.

#### Extraordinary Storm in Kobe. DAMAGE AND LOSS OF LIFE,

THE "SNOWFLAKE" DRIVEN ASHORE. The wind which came up so suddenly shortly after mid-day on Saturday has done less damage than might have been expected says the Kobe Chronicle of June 5th. Typlicons at this ducted, so long will direct trading be an affair time of the year are not very usual, the autumn. of the future and not of the present. Our view season generally bringing these unwelcome of the question is well borne out by some visitors, but there seems to be little doubt that remarks on the subject made the other day by the wind on Saturday was part of a typhoon a Japanese gentleman', who has had a long passing up from the China sea. On Safurday business experience, both abroad and in Japan, morning the wind was blowing with some force and who is well qualified to sprak on from the north-east, but at mid-day it suddenly Japanese Superstition.

The Osakir Asald states that there are two direct trade, "The lack of practical experisonable to the south west, blowing thenceforth for about three caves at the side of the Yamaio river at ence," he said, "which precludes Japanese hours with much force. This sudden change Matsuya Shinden, liukita district, Osaka. One from conforming to general business usages was nearly the cause of greater destruction than is said to be the hole of a white lox and the and customs recognised by foreign merchants has taken place. The P. & O. steamers fapan other the residence of a white snake. Lately a abroad, leads, as a matter of fact, to the latter and Rosetta, which were lying alongside the report was circulated to the effect that any entertaining some uneasiness as to the Japan- pier, moved out just in time, and had they not blind or deaf person: praying at the cave daily ese ability to carry out their contracts and had steam up, they would have been in a dan-

thousand every day with various offerings, books have been written and many articles flake was observed to be in difficulties owing some praying all night without going home, have appeared in Japanese papers and maga- to her cable having broken, and a large crowd Stalls were set up to the number of twenty, kines bearing on foreign commerce, but in the soon assembled to watch her progress shore. with candles for illumination and other offer majority; of cases the writers lack practical wards. The sendoes on board did not appear 1866—War declared between Prussia, and Italy to be able to avert the impending catastrophe. for collecting the cash which is usually offered lack of a practical knowledge of business and the force of the wind and waves increasing, 1867—Hope Dock, Hongkong opened. Inched might, however, one would think be the Snowfake was forced towards the Bund, so 1881—Hongkong Telegraph newspaper started. reaching Y5 or Y6 daily banners and lanterns easily overcome. Of late years in England that by 2 o'clock she was lying broadside 1888 Empress Frederick died. were purchased. At first one of the owners of there have been attached to many business against the Bund wall, grinding her keel against the adjoining property complained that his liouses German and French volontaires who the stones, waves flying over her and across plantation was being frampled down, but find, give their services as French or German the Bund. The anchor by which she was ing that he could make money by leasing his correspondents free, so as to be able to learn moored, we are informed, was a light one groupd for the erection of stalls, charging 5 or English business methods and at the same suitable for ordinary weather, and the accident 6 sen per tsubo a day, he withdrew his oppositione acquire a knowledge of the English happened through a link giving way. It appears tion. On the 1sr inst, however, the police language. That such a course would be that there was a heavier anchor on board, for authorities of the village ordered all the stalls followed by the Japanese one would the best typhoons, but the sendoes appear to have active interesting the people concerned, featured and safety in proper from a state furnishing the goods concerned, featured and state in the people from the proper from the people from the in the vicinity of the caves to be removed, and antural but strange to say, according to our lost their heads and did not let it go. Mr. Sims

morality, as a case of giving a dog a bad hamo. I camber a lighter loaded with baler of paper So strong however, is the present taint, we are pulp belonging, to the Mitsuiv Bussan Kalsha informed that Jupanese, firms experience came to grief, and the Bund was soon strown question as to what benefit the Japanese | the boat, who tried to get ashore by swimming,

> The storm, though very fierce while it lasted ing its force, it is worth mentioning that the Yamashiro-maru, which left about eleven o'clock for Nagasaki, encountered such a big soz outside the harbour that she put back. A four o'clock the wind had already abated, and work was at once begun on the Snowflake.

> A survey of the scene on Sunday morning showed that much minor damage had been done. A part of the wall at the eastern camber was broken down. The unfortunate bathing stage of the K. R. & A. C. Boat house is once more damaged, and the pontoon swept away altogether. The Boat-house itself has escaped uninjured, only a few planks being stripped off the roof. The shore was strewn for some distance with bricks carried from a pile stacked hard by. The Bund itself was covered with wreckage in addition to the bales of wood pulp from the lighter, and all the morning, men were employed clearing away

The injury to the Snowflake, it is hoped, will not prove so serious as was at first expected, and Mr. Sims hopes to be able to get her off and repair her. Very general regret is expressed at this unfortunate accident, for Mr. Sims is always so generous in placing the Snowsea trip that the Robe foreign community feels says, will scarcely allow Mr. Sims to bear the

expense of the repairs himself. liesides the reported drowning of a sendo, a fatal accident occurred on the Airlie, which was coming in as the storm broke over Kobe. One of the big waves which struck the yessel carried a Chinaman overboard. A boat was at once lowered, but the man could not be found. and after a vain search the boat tried to return, the wind and waves, and the crew ultimately

were compelled to land at Ono." According to the vernacular papers; two boats foundered near the eastern pier, two at the new hatoba, and one at the American hatoba, while several were wrecked at Hyogo. A fishing boat, which had brought some vegetable produce from Sakai, foundered off the eastern pier. Fortunately the three sendoes were a rescued. A Japanese, the employe of a Chinese tailor at Sakayemachi Itchome, encountered the storm when returning in a sampan from a steamer, and the boat capsized. He swam almost to the shore, when he was caught by a heavy wave and disappeared. What became of the sendo is not stated.

We learn this morning that the plan adopted years ago at the Boat-house on such occasions proved very successful. The boats were hoist

through the house, little damage was done. Mr. Sims informs us that the deck of the Snowflake does not show, any signs of being strained and no damage has been done to the received some injury, but it is not expected to prove very serious. The engine and boilers last, etc. was taken out yesterday, and it is expected the Snowfiake will be affoat again in two or three days.

### SHIPPING REPORTS.

Captain Douglas, of the steamship Formosa, from Swatow, reports :- Left Swatow with strong southerly and south-west winds to Redro Blanco; thence to Hongkong, freshening S.S.W. wind with heavy squalls, much rain and slight

Captain Tayler, of the steamship Diamaste, Trom Manila, reports :- Light variable winds from west to north, weather cloudy to clear with smooth sea.

Captain Webb, of the steamship Cheang Chew, from Singapore, reports :- Fine weather, smooth sea, south to west winds throughout.

Captain Milroy, of the steamship Hainium, from Tamsui, reports :- From Tamsui to Amoy and Swatow, fresh northerly winds, dark, gloomy weather and heavy rain. Amoy to Swatow similar weather Swatow to Hongkong moderate, southerly winds, dark gloomy weather and heavy rain.

# NOTANDA.

CALENDAR

Meteorological means based on ten years' - observations to 1803. Humidity ......84.0 Rainfall ......r5.0 TO-DAY. WEATHER REPORT On date at On dain at 

Thursday, 15th June, 1899. Chinese-8th of 5th moon of 25th year of Kwang-su. Sun-Rises High water Alorning ... 3/17. 40min. Afternoon hr, 12amin Low water-Morning Ohr. Smin. Afternoon ..... 8hr. 10min. ANNIVERSARIES. 1215-Magna Charta signed

1896 Seismic disturbances, in Japan 37,490 TQ-NORROW. Friday, 16th June, 1899 Chinese oth of 5th moon of 25th year of Kwang-su. Sun-Rises ..... Shr. 20min.

AGENDA

Butertainment by R. B. Variety Club.

The mail for Europe closes at 11 a.m. Second Performance of entertainment b R. E. Variety Club

9 a.m. Honam will proceed to Macao on Jun excursion trip.

# SHIPPING AND MAIL NEWS.

Indian (Kutsang) Yith inst. French (Caledonien) 17th inst. Canadian (Empress of India) 21st inst. Tacoma (Columbia) 22nd inst American (Gaelie) 24th inst. Tacoma (Victoria) agth inst. 'American (China) 7th prox.

The "Ben " line steamer Benvorlich from Antwerp and London left Singapore to-day for

The steamer Caledonich with the next French mail, left Saigon yesterday Wednesday at 3 p.m. for this port.

The steamer Bramar from Europe left Singapore to-day and is expected here on Wednesday the 21st instant.

The steamer Riojun Maru (American Line)

est Kobe, via Moji, for this port to-day, and is expected to arrive here on the zist inst. THE Canadian Pacific Railway Co.'s steamer R.M.S. Empress of India, arrived at Nagasaki.

at 6. a.m. to-day (the 15th inst.) and left at p.in. of same day for Shanghai, where she is due to arrive at 6, a.m. on Saturday the 17th instant The Canadian Pacific Railway Co.'s steamer-

R.M.S. Empress of China arrived at Kobe at 7 p.m. on Tuesday the 13th inst. and left at 12.30 p.n. on Wednesday the r4th inst. for Yokohama, where she is due to arrive at noon to-day the 15th. HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba ...... at Kowloon Dock. Isla de Luson ...... Holhao ..... Marie Jebsen The Olympia ...... D. Juan d'Austria ... Cosmopolitan Sabine Rickners .....

PASSED THE CANAL Ontward-18th May-Darmstadt, Nector. 19th May-Benviorlich, Diomed, Socolra. -23rd May-Caledonten, Braemar, Weimar. 20th May-Dardonus, Merionethskire, Ellen Rickmers. 30th May-Indralema 6th June-Bayern, Manila, Silesia, Olive Branch. Homeward-13th June-Sarpedon.

# SWATOWEWEEKLY SHIPPING REPORT.

(3rd June, 1899.).

Where from. Sishan Chinkiang ..... Independent ... H'kong ... L. & H. Haintune ... Hongkong ... J. M. & Co. Swalow. Amoy Shai. C.M.S.N. Co. Tamsui......Amoy ...... B. & S. Canton ..... Wuhu ..... J. M. & Co. 6 Nanyang ..... Amoy ..... 7 Hailoong 8 Hailan ..... Hongkong ... J. .... & 8 Taisang ... W. & kinng.... 8 Sumidagawa. H'kong... B. & C .8 Keongwai .... Bangkok. 9 Hangehow. Shai & Amoy. 9 Thales ..... Amoy .... J. M. & 9 Haiding ... Hongkong ... J. M. & 9 Sendal Marie ... B. & Co 9 Woosung ... W. & C'king B. & S. 9. Sishan ...... Amoyu.... B. & Co 10 Taiwan .... Shanghai B. & S. to Irene..... C.M.S.N. to Nanyang ... Hongkong ... J. M. &

DEPARTURES. Vessels. Destination. Agent 4 Wingsang . Shanghai .. J. M. & Choysang H'kong & C'ton Haimun Amoy ..... 6 Kulgan ..... Shanghal ... B. & S. 6 Nanyang ... Hongkong ... J. M. & 7 Swalow, Shai & Anioy. C.M.S.N. 7 Chinkiang ... Shanghai ... B. & S. 7 Hailoong ... Hongkong .. J. M. & 7 Taicheong ..... Deli ..... L. & H. Independent ... Hongkong 7 Maidzuru Maru. H'kong. B. & Co. Canton ...... Shanghai ... J. M. & 8 Singan ... B. & S. 8 Sumidagawa ... Amoy ... B. & Co 9 Charterhouse S'pore & Penang B.

9 Keongwai... Hongkong ... B. & S. 9, Sendai Marn ... B. & Co. 9 Thales .... Shonghai B & S. to Halching ..... Amoy ..... J. M. & 10 Chowlat ..... Bangkok ... B. & S. to Hangchow Shanghai 10 Siam ...... Singapore ... B. & Co. SHIPPING IN PORT. Date. Vessels. Where from Agenta June 8 Talsang W. & Ckiang ... J. M. & 9 Woosung . - Q Stellail .... Amoy .... B. & Co to Taiwan Shanghai .. B. & S.

10 Nanyang ... Hongkong .. J. M. &.

Lyeemoon, German steamer, 1,238, G. Heu

mann, 14th June Shanghai 11th Jun General.—Siemssen & Cos HAIMUN, British steamer, 636, A. Milro 15th June, Tamsui (oth June, Amoy 13t and Swatow rath General. Douglas, La ralk & Co. CHEANG CHEW, British, Steamer, 1,213, Fre

CORMOSA British steamer 074 17 Douglas oth June, Swatow 14th June Concial. Douglas, Lapraik & Co. HERMES, Norwegien steamer 040. Jensen, isth June, Canton isth June

General. C. E. & M. Co. TETARTOS, German steamer, 1,574, T. Desle 15th June, Java oth June, Sugar, N. BLANCHAN, American batk, 1,503, N. W.

Blanchan sth June, Cheloo teth May, Ballast - Captain AM O'SHANK, American ship, 2,264, Ballard, 15th June, Yokohama 30th May Ballast. -Arnhold Karberg & Co.

Clearances at the Harbour Office. Quarter, German str., for Saigone Pak Kong, British str., for Canton.

Lyeenwon, German str., for Canton: Mausang, British str., for Sandakan; Queen Margaret, American ship, for San Kong Pak, British str., for Witchow,

Ningpo, British str., for Takow. Departures.

June 15, A osni Maru, Japanese str., for Japan, June 15, Holstein, German str. for Saigon. une 15, dlausane, British sir, for Sandakan. une 15, Boston, American cruiser, for Home. Passengers-Arrived.

Per China; from Saigon-44 Chinese. Per Formosa, from Swatow-8 Chinese. Per Lyechicon, from Shanghai-37 Chinese: Per Cheang Chew, from Singapore 326

Chinese. Per Haimun, from Coast Ports-Messrs. Blanck, Watts, Williams, and at Chinese, Per Diamante, from Manila-Mr. and Mrs. Badrinan, Messis, F. Della Rama, F. Dioz, V. Muzon, Gye, P. Pla, Mr. and Mrs. Godines, Misses Godines, D. Reyes, Mr. H. Warren, Lieut Grieve, Messrs. Macondrag, Ewing, Mr. and Mrs. Bettebone; Messre G. McBatlul. Win. McSutosc, Wm. Lilliose, P. Blacsdole. F. Walker, C. Kuememan, W. Bowling, Wm. White, J. Suminie, G. Dunis, C. Burton, E. Dahla, H. Gilben, D. Bright, H. Turney, Lieut. F. Kelly, Messrs. W. Lofans, E. Cheadle, F. Snow, 6 Europeans and 63 Chinese in steerage. Per City of Peking, from San Francisco, &c.

-Rear-Admiral J. C. Watson, U.S.N., Mr. and Mrs. M. P. Spencer, Mr. C. A. Johnsen, Miss Florence Allen, Messrs. H. D. Smith, Geo. J Burnap, Mrs. M. M. Cox, Mr. and Mrs. C. D. Campbell, Capt C. Rowcroft, Messrs. W. Nicholsen, O. Eckert, Lieut. Frank Marble, U.S.N., Messrs A. D. Smith, W. A. Flock, Miss Blanche Allen, Messrs. C. A. Ritzgerald, C. B. Peck, Misses E. Bashford, A. Nicholsen, Messrs. F. Soverign, W. Armstrong, Mrs. S. L. Bcc. Messrs. E. N. Bee, F. S. Brannan, F. P. Schall, H. Schnitzius, and John Downs.

# STEAMERS EXPECTED

Names,	From.	Due.
Calcdonica	Singapore	Tunn tach
Empress of India.	Singapore	June 17th
Yawata Maru Benyorlich	Thursday Id	une 19th
Caplic	Japan	une 22nd
China	San Francisco	uly 7th

We would direct the "attention of shipping firms to the style in which "Steamers Expected" and "Projected Sallings" are now published in these columns, and in so doing respectifully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratic with the latest available information every day.

## PROJECTED SAILINGS

	图 。图 10年 5年 5年 5年 5年 5年 5月	(全国的特别)(全国中国的自由经济)	10305 (D. 102)
	Ship	Destination.	4.0
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Co.	Airlie		
1. 1		Sydney &c.	June 17th
1	Ambria	Havre, &c.	July 5th
4	L'extraction Within the	Dan Tuncisco, &C.	Aug. 320th
	Amenian	tracine Coast, &c	Tune-roth
	Ballaarat	Shanghai	lune zard
	Bayern		July 19th
Co.	Belgian King		July 1st
0.	Bengloe	The same and the same of the s	
Cp.	Carlisle City	THE CANADA THE COLUMN TO SERVICE AND ASSESSED.	une-7th
0.	Carmarthenshire.	The second of th	Aug 26th
12 P. March	Ceylon	Parada Political	Aug 1st
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1 1 1 1	Contract of the second	San Francisco, &c.	luty 18th
Co.	I. Culticular and the second	DYCHEV YC.	lunectoth
and the same of	City of Peking	San Francisco, &c.	une 22nd
Co.	City of actors, in	Dan Francisco: &c.	Aug. rath
direct;	Columbia	Portland, &c.	Tet Ise Refer !
K.			
Co.	Deike Rickmers.	New York &c	Inlu-roth
	Diamante I	Manila	
1137.45	Doric	New York, &c. Manila San Francisco, &c.	
1. 1.	-Emp. China	Vancouver, &c	July 15 LII
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Co.	Emp. Japan	Amoy & Tamsui	uly 19th
-	l'ormosa	Amoy & Lamsul.	une toth
Co.	Linguistic Agency Wil	Phursday, 15, &C.	une itoth
1. 18. 2. 18.	Gaelic	San Francisco, &c.	uly ist
	Glenogle	Victoria, B.C.	Aug 8th
0. 31	Haimuri	Victoria, B.C. Swatow, &c	une 17th
Co.	Hakata Maru	flarseilles, &c	une-20th
	Marua Marua Mi	Kobe & Yokohamail	halo Keries
Ó	Hongkong Maru	San Francisco, &c.	uly Sth
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2	Indripura	New York, &c. London London	and soil
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	Kumsang		une sath
Co.	Surismy The Control of the Control o	ingapore,&c	unesisth
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here's	Mogul	Yokohama, &c	une 7th
	Macduff	New York	une 22nd
	Nippon Manu	on Francisco, &c. A	ug. 3rd.
144	Nordnavet	Havrence	une 24th
Ca	Nublaction	ondon &c	une zath
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156	Preuseen	ingapore, &c,	ent rath
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# NIPPON YUSEN KAISHA

# (THE JAPAN MAIL STEAMSHIP COMPANY.)



		1
	DESTINATIONS	SAILING DATES.
Tosa Maru		WEDNESDAY, 21st June, a
	(NAGASAKI, KOBE: and YOKO)	THURSDAY, 22nd June, a
HAKATA MARU	MARSEHLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 29th June, a
RIOTUN MARU	(SEATTLE, (WASH., U.S.A.,) VIA KORE, YOROHAMA & VICTORIA, B.C.	TRURSDAY, 20th June, a
EUTAMI MARU	THURSDAY ISLAND, TOWNS	
HARUAI MARU	(VLADIVOSTOCK, VIA SWATOW,	e Man
YAMAGUCHI MARU	KOBE and YOKOHAMA	Thursday, 6th July, a

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7. Praya Central. -

Hongkong, 14th June, 1899.

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#### MINERAL COLZA, (300° Fire Test), .

A high grade burning Oil for Ship Lights, Light Houses, Tram' Cars and Railway Trains, and for all uses where a highest degree of safety is required.

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In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water,

FEVER, RHEUMATICAND NEURALGIC AFFECTIONS, . NERVOUS AFFECTIONS.

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S. MIHARA,

Manager. 16

(ANTIPYRINE--CAFFEINE--CITRATE.)

· (1) Excellent results in the severest cases of nilgrainine; as well as in headache arising from alcoholic, nicotine and morphia paisoning, neuralthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine. acts simultaneously as an analeptic;

Use only DR. OVERLACH'S MIGRAININE, Brand," and always MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in

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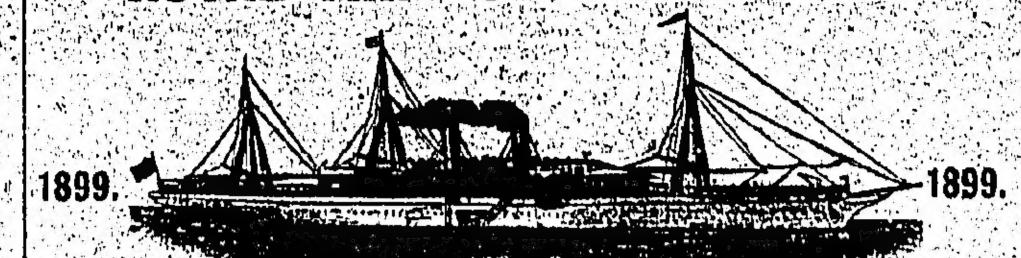
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(CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships -- 6,000 Tons -- 10,000 Herse Power -- Speed 19 knots.

#### PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 28th June, 1899. EMPRESS OF JAPAN .. Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 19th July, 1899. EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R. WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK-in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Williams Diplomatic and Civil Services, and to European Officials in the Service of China and

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUNURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's' Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY. through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. Hongkong, 7th June, 1899.

#### CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship "ATHENIAN,"

3,882 tons gross register, will be despatched on or about MONDAY the 19th instant, for VICTORIA, and VAN-COUVER, VIA MOJI, KOBE, & YOKOIIAMA. The Vessel has Excellent Accommodation for Saloon, Passengers. Through Tickets issued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES. For Information as to Rates of Freight and Passage, &c., apply to D. E. BROWN,

General Agent [756a Hongkong, and June, 1899.

# TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU:

Proposed Sailings from Hongkong. HONGKONG MARUY (via Shanghai, Naga-saki, Kobe, Inland Saturday, 8th July,

at Noon. Sca. Yokohama and ! Honolulu) NIPPON MARU (via )

Shanghai, Nagasaki, (Thursday, 3rd Aug., . Kobe, Inland Sea, Yokohama & Hono-AMERICA. MARU (via

Shanghai, Nagasaki, (Tuesday, 29th Aug., Kobe, Inland Sea, at Noon. Yokohama & Hono-

THE Steamship

"HONGKONG MARU," will be despatched for SAN, FRANCISCO, VIA SHANGHAL NAGASAKI, KOBE, LAND SEA, YOKOHAMA and HONO-LULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN; and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be distained on application. Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC. DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLANI CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC Union Pacific, Denver and Rio Grande and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and

to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Citles of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until P.M. the day previous to sailing Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is Consular Invoices to accompany Cargo des-

fined to points beyond San Francisco in the United States should be sent to the Company's THE 100 At British Bark Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. "QUEEN MARGARET," For further information as to Passage and Fraser, Master willload for the above Port, and Preight, apply to the Agency of the Company, will have quick despatch.

Outen's Building:

J.S. VAN BUREN, Agent

J.S. VAN BUREN, Agent

J.S. VAN BUREN, Agent

J.S. VAN BUREN, Agent

#### NORTHERN PACIFIC STEAMSHIP COMPANIES.

WA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA. PROPOSED SAILINGS FROM

HONGKONG. FROM VICTORIA, B.C., AND TACOMA

		ECTION WITH		4
NORTHER	N-PA	CIFIC RAILW	AY	CO,
Olympia*	2,837	-Truchridge	June	17.
Victoria	3,502	J. Panton	July	4.
Tacoma	2,811	A. Dison	July	29.
Glenogle	3,750	J. McGillivray	Aug.	8.

\* Calling at AMOV. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY.

Columbia	2,976	N. Moncur.	July 8,
Monmouthshire	2,874	W:A.Evans	July 32,
Lennox	3,677	Williamson	Aug.: 19.
Columbia,	2,976	N. Moncur-	Sept. 23.

HE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. PROPOSED SAILINGS FROM HONGKONG Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK 241. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS The YELLOWSTONE-NATIONAL PARK route. Passengers to EUROPE may proceed by one of

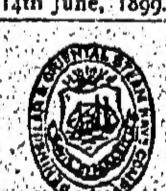
the first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA" £28: Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash, or Port land, Or. (whichever may be the destination of the Steamer). Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day. previous to sailing. .For further information apply to DODWELL & CO., LIMITED.

General Agents Hongkong, 14th June, 1899.



STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON, Through Bills of Lading issued for BATAYIA, PERSIAN GULP, CONTINENTAL and

AMERICAN PORTS.) H E Steamship

Captain G. C. Henning, R.N.R., carrying Her. Majesty's Mails, will be despatched from this MARSEILLES and LONDON (DIRECT), on SATURDAY, the 24th instant, at Noon,

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further Particulars apply to HOA RITCHIE Superintendent

Hongkong, 13th June, 1899.

Hongkong, 13th June, 1899 Jan S. 1310 . Hongkong Libth Marchi 1899 4 For [153

# NORDDEUTSCHER LLOYD.



# HAMBURG-AMERIKA

(East Asiatic Service.)

(Freight Service.) (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisson, Oporto, London, Livertool, Glasgow, Trieste, Genoa, Ports in the Levante; Black SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION DESTINATIONS. STEAMERS. SAILING DATES. HAVRE and HAMBURG. \*KONIGSBERG.... About 18th ? Freight; and June Passage. Burmeisten ...... (LONDON with transhipment in HAMBURG) ( \*SARNIA About oth ... Freight and (LONDON with transhipment in HAMBURG) Lüneschloss D. RICKMERS ... NEW YORK. Bahle .....

\* These Steamers have Superior Accommodation for Passongers and carry a Doctor and a Stewardess.

.Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Ereight, Passage, &c., apply to CARLOWITZ & Co.

via SUEZ CANAL.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND

HONOLULU. Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c. Belgian King ... | 3.379 | about | July Carmarthenshire: | 2,929 | about | Aug.

Carlisle City.... 3,002 about Aug. 26 \* Has accommodation for a limited number of First and Second Class Passengers." THE Steamship

"THYRA," will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YO-KOHAMA and HONOLULU, on or about

the 18th June.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages, will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For futher information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE, Hongkong, China and Japan

#### Hongkong, 13th June, 1899. U.S. MAIL LINE. MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND

City of Peking Wia ? Shanghai, Nagasaki, (Thursday, 22nd June, Yokohama & Honolulu) ...... China (via Shanghail) Nagasaki, Kobe, In- (Tuesday, 18th July,

land Sea, Yokohama at Noon. and Honolulu) City of Rio de Juneiro (via Shanghai, Naga-Saturday, 12th Aug., saki, Kobe, Inland at Noon. Sea, Yokohama and

Honolulu) THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO. ma SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU. on THURSDAY, the -22nd June, at Noon, taking Passengers and Freight for Japan, the

United States, and Europe. Steamers of this line -pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en router

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application. - Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACI FIC. UNITED PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC

RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding Orders FOR OVER-LAND. CITIES in the United States have: between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC. CENTRAL PACIFIC, UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago

RAILWAY; also the CANADIAN PACIFIC

to destination the choice of direct lines Particulars of the various routes can be on application. Special mites (first class only) are granted to Diplomatic, and Civil Service, to European to Government officials and their families

Through Bills of Lading issued for transport. ation to Yokohama and other Japan Pons, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Hayana, Trinidad, and Demerara, and to poris Company's and connecting Steamers. Freight will be received on board until 4 P.M.

the day previous to sailing, Parcel Packages will be received at the Office until 3 P.M. same day; all Patcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany, Cargo

# NORDDEUTSCHER LLOY

### NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS:

BALTIMORE, NEW ORLEANS. GALVESTON, AND SOUTH AMERICAN HE COMPANY'S STEAMERS WILL CALL AT

ALSO LONDON, NEW YORK, BOSTON,

SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B. - CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRIN-

CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT AO ALTERATION.) Sachsen Wednesday 21st June. Bayernian ..... Wednesday | 19th July. Pring Heinrich ... Wednesday Joth Aug. Preussen ..... Wednesday 13th Sept. Suclisen ..... Wednesday | 17th Oct.

N WEDNESDAY, the sist day of June 1899 at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Mentz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA

Bayern ..... Wednesday 8th Nov.

Shipping Orders will be granted till NOON on MONDAY, the 19th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until NOON on Tuesday, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in

and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.,

The Steamer has splendid Accommodation

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

Hongkong, 25th May, 1899.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA **AND EUROPE** 

THE OVERLAND RAILWAYS

VILANTIC AND OTHER CONNECTING

STEAMERS VIA INLAND SEA OF JAPAN AND HONOLULU PROPOSED SAILINGS FROM HONGRONG.

Gaelic (via Shanghai, Nagasuki, Kobe, In- Saturday, 1st July, land Sea. Yokohama and Honolulu). Dorie (vin Shanghai,

land Sea, Yokohama and Honolulu). Coptic (via Shanghai, Nagasaki, Kobe, In- Tuesday, 22nd Aug. land Sea Yokohama

Nagasaki, Kobe, In- (Tuesday, 25th July,

HE Company's Steamship

and Honolulu).

ill be despatched for SAN FRANCISCO, via SHANGHAL NAGASAKI, KOBE, INLAND SEA. YOKOHAMA and HONOLULU, on TUESDAY, the 1st July, at Noon. Steamers of this line pass through the IN-AND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their joilrney at any point en route. Through Passage Tickets granted to England, France and Germany by all trans Atlantic

"GAELIC,"

lines of Steamers, and to the principal cities of the United States or Canada Rates, and particulars of the various Routes may be ob-Missionaries, members of the Naval, Military, Special rates (First-class only) are granted. to Missionaries, members of the Naval, Military Officers in the service of China and Japan, and Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families. Passengera who have paid full fare, re-embarking of Sant Francisco for China or Japan (or,vice(versa) within one year, will be allowed a discount of to percent. This allowance aver ... not apply to through fares for Chilla and Japan to Europea.

All Parcel Packaces should be marked to raddress in full tand same will be received at the Company's Office until Fave Parthe day

tined to Points beyond San Francisco in the

Consular Invoices to accompany Cargo des tined to Pointa beyond San Francisco in the tined to Pointa beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes indigessed to be Collector of Customics San Francisco

Collector of Customics San Francisco

For further information as to Passage and Preight apply to the Agency of the Company Otteen's Building

Collector of Customics San Francisco

For further information as to Passage and Passage apply to the Agency of the Company Otteen's Building

Houseons Title May 1890

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San Francisco in the United States should be sent to the Company of Bassage apply to the Agency of the Company Otteen's Building

For further information as to Passage and Passage apply to the Agency of the Company of Bassage apply to the Agency of the Compan

(From the Manila Times)

A PAPER SUPPRESSED. El Noticiero says that La Justiciana Spanis paper published at Cebu, has been suppressed by order of the native Government. The local President at Cebu, Senor D. Julio Florente, has convened a public meeting of the inhabitants to be held on the 7th inst. with

the object of recognising the sovereignty of the United States. "CONSENT OF THE GOVERNED."

AGUINALDO HAS HIS OFFICERS SHOT El Progreso states that by order of the Revolutionary Government, Captain Manuel Rodriquez of the engineer corps has been shot." From the same source-we gather that General Luna is at present at Bayamban in the province of Pangasinan Senor Orestes Marcaida, well-known figure in Manila, has been appointed his A.D.C.

A court-martial held on the 25th of May in the centre of Luzon, composed of the revolutionary General: Alejandrino and Colonels Loyba and Roman, has degraded Col. Arguelles and sentenced him to twelve years imprisonment, presumably for associating with Americans in Manila.

HOW THE REBELS GET ARMS.

A BOATLOAD CAPTURED. A few days ago, between the hour of I and : p. m. an officer on the Hospital Ship Relief. while gazing towards the walled city through a powerful field glass, saw between the city and the Monadnock a native barge near the shore. The glass brought the object nearer and clearer, Scarcely had the officer taken the description and discerned the nationality of the boat than two American patrol Boats were seen coming towards the stranger, who proved to be no less than native insurgents trying to run a boat load of food and ammunition down to Paranaque It is needless to say they were captured, and made prisoners of war.

Many people are putting the question after witnessing things of this description. " How do the insurgents obtain outside assistance?". An officer of the Rellef was heard to remark that if the insurgents can succeed to this extent in landing supplies in broad daylight in Manila Bay with such ships as the Monad nock and Oregon in sight, what coul they not do at night on the extensive and unprotected seaboard of the islands.

FIGHTING THE BRIGANDS IN NEGROS.

On the morning of the 26th of May, the expedition under the command of Snr. Amador I started for Canmates, where the Babaylanes were assembled in great force. After a two ruined if Chinese are excluded. This is a able comment, and wishes for his success have

From the summit of a hill, at a distance of a few hundred yards, the Babaylanes, could be seen screening themselves, behind some rocks. and others in the fortifications, on the walls of which the prisoners, whom they had taken were in full view tied to each other and guarded by

Snr. Amador's plan of attack was to divide his forces into three columns, two of which were to attack the enemy on his right and left flanks, and the other his rear, protecting at the same time the retreat of the other two columns. The troops advanced in good order and without firing a shot, to effect if possible the release of the prisoners.

On the approach of the expeditionary forces, the Babaylanes who numbered about 500, approximately, divided their men into several columns apparently with the object of cutting off sections of Snr. Amador's troops.

As the expeditionary forces advanced they were received with a volley to which they vigorously replied. The firing commenced at half past eleven and continued unceasingly till two o'clock in the afternoon. By this time the ammunition of the troops was nearly exhausted and the order to retire was given. The retreat was effected in good order, the men cutting their way through the lines of the Babaylanes' who had surrounded them,

The loss of the enemy is estimated at 30 killed and so wounded. Among the former are included Generals Catalino Bindon und Cir lo - Casuyong, of the expeditionary troops only one man was slightly wounded, TO CELEBRATE THE FOURTH.

It has been proposed by a number of Manila citizens to celebrate the Fourth of July upon an elaborate scale, if possible, as grand as that of any of the largest cities in the Union. There are at present in and about Manila eight or nine United States, Government bands. These could be massed together and conducted by one bandmaster. It is also proposed to have the co-operation of the five thousand school children of the city of Manila, the hearty consent of which has been obtained from the proper authorities. These children are to sing the grand American airs in conjunction with the enlarged hand, and general festivities are to follow:

The place upon which to hold these festivities has not yet been decided upon, but a very large space will be selected so as to give every citizen of Manila a chance to partake in the celebration of the glorious Fourth of July, and thus give them the idea that this is the country: of liberty, and that they are all brothers, who shall enjoy the same liberty under the glorious Stars and Stripes

The music to be sung by the children should be taught them by the chosen leader for the grand concert, and as we understand, Mr. Carl Mindt, director of the Sixth Anillery Band, who has made himself popular with the musical public by his excellent music at the Luncia, has good teputation as a choral-conductor in the United States, we would suggest him for the leadership of the grand musical programme,

THE CHINESE EXCLUSION ACT. Consul General in Hongkong, states in an of danger to either party. Now the danger to ers to experiment to any extensive degree. The be made in the development of the natural resources of the Philippines, until the Chinese exclusion laws are removed; broadly speaking, he says ... There lis not an industry in the islands that will not be ruined Chinese lubour is not permitted," Consul who have been in this part of the world—still cherishes the native belief that signing a to Belfast and fitted out. The boat will be treaty is synonymous with gaining an advantager than Valkyrie III., and on improved naturally be very unwilling to look at this the present instance is the privilege of shutting matter in this light, because their own country; is a country in which white men can do manual enther important that we should watch closely labour, and they have therefore a strong feeling. ngainst the competition of an inferior race. Chinese labour is therefore excluded in accordance with the will of the people of the country least by the agreement just signed, but will, it call the new yacht being built to detend the as it is also in Australia, but tropical countries anything be accelerated, owing to the fact that Cup the Golden Rod after the national flower of cannot depend upon white labour, the white she has, hookwinked us with a treaty which the United States. This at least, was the inman cannot do in this country what he can do conveys the erroneous impression, that Rustiention at the flate of the last mail, though the at home. Then it becomes necessary to fall sixth and British interests are more in sympathy name. Columbia was also prominently mennt home. Then it becomes necessary to fall back on some other kind of labour. Now, the people of the country are not sufficient they of the treaty when it comes out you will see to, make money if it means that hey, will elther solves existing difficulties or lassens the space and the people of the country are not sufficient they of the treaty when it comes out you will see to, make money if it means that hey, will elther solves existing difficulties or lassens the syndicate which will control the yacht built to compute against the Skamvert signed a contract for the new yessel with Messis relatively (of course not that they do an absolute). Yes as S Petersburg politicians amile rather in yed and absolute in the limit that they do an absolute it is the limit seems the strike strike activity and energy. For example one native fresty. They, amile because they know it splay to be full and well and the description the latter over great, a latter that they do an absolute of the strike str

merchandles on bis shoulders and have Do not forget when talking to your cons the new yacht will not be a fin keel boat, but king it round the country at is too much stituents or making after dinner speeches on an improved Defender, having the same pristing savagery, because he would not go to the trouble of packing round the country, The Chinaman does. In doing so the China-

the native does no such thing, and could not through the Chinaman additional comforts that would be unobtainable without the Chinaman; on the other hand, up-country people get sale, for their produce which would rot on their bands if the Chinese traders did not come. So much for commerce, as for industry the case is even stronger. Anybody who has had to employ labour in the Philip-

pines knows how difficult it is to get natives to work, for example, if there is timber to be sawn, a Chinaman will saw the timber, a native will not. All the carpentering work in Manila is done by Chinese, simply because natives; will not or cannot do it. The Filipinos living in the archipelago number six or eight or ten millions, according to various estimates; the Chinese number possibly a quarter or a half a million, and yet when a boat it wanted to be built, a Chinaman has to be found to build it; when a house is to be built a Chinaman is required. Even the trenches and sand-bag breastworks constructed under the Spanish captaingeneral for the defence of Manila had to be made by Chinese labourers, because Philippine labour. is so worthless. These are, of course, a few Filipinos who can and do work well, but they are so few as to be the exceptions that prove the rule. On the other hand the Chinaman has a mania for work; he is the most willing and patient worker in the world. The objections to Chinese labour are only when it competes with white labour; in competition with lazy, dirty Filipinos the objections to Chinese cease to exist. The American authorities here, while obliged to enforce the order from Washington against the admission of Chinese, are giving a practical demonstration of their disapproval of the order in the fact that they employ Chinese extensively in the hospitals, in camp, in putting up buildings and in many other things. The feet has Chinese cooks and cabin boys, the army has also in many cases Chinese cooks, hospital attendants, carriers and labourers, Some American officials employ Chinese house servants, not for cheapness, but in sheer desperation, because

pieces. Chinese were used to this country ages ago; when the Spaniards first came they found Chinese here; in fact, the islands more than once came near being annexed by China. Since. those days Chinese have always been permitted to come, and have done more to develop the country than anybody else could do. To stop them now means to stop the development of the country, and we trust that the protest of Consul-General Wildman will be effective .-Manila Times.

#### "JOHN DOWNRIGHT" ON THE ANGLO-RUSSIAN CON-VENTION.

Now you want me to tell you what I know about the Anglo-Russian agreement? Well, let me say that at the best it is of no political any effect on Angle-Russian relations, that raven against the American yachting authoriinterests. The only class of agreement that to be quite unfounded, but the inwe could get Russia to sign, except under pres- cident for long rankled in the breasts of sure, would be one which either improved her American yachtsmen. These confests are so position or at the least left it as good as it was popular and of such historic interest, that before, Now, of course, you know as well as I the bad feeling thus kindled has been very do that this particular agreement has merely much regretted, and the hope is expressed that to do with railway concessions, and that the present races will cause; it to be forgotten we are to undertake not to press for or try to entirely. America has now held the cup for influence, railway concessions north of the nearly half a century for the event dates back to Great Wall. This we certainly do not want to 1851, when the America won at Cowes a cup do, and were we to obtain such concessions we worth too guniness, and her owner presented equally certainly could not put them into effect it to the New York Yacht Club, as a perpetual in the face of Russian opposition. Russia, challenge cup, to be sailed for by yachts of all on the other hand, is to undertake not to nations. An interval of nearly 20 years clapsed press for railway concessions for herself or before an English yacht was found ready to to try and influence railway concessions cross the Atlantic to try for the prize. In all being granted to other people in the Yang-tsze. Bix attempts have been made. They were by Valley, which is equally magnanimous on the cutters Ginesta, Galatea, Thistle, and her part, for she is perfectly well aware that Valkyrie, and the schooners Cambria and for many years to come she could not push Livonia, but in no case has success been ather influence down within many hundreds tained. We are now to see whether after an of miles of that part of China. For, interval of four years any happier fortune will apart from the British and other interests which smile on British efforts. centre in the Yangtsze, and which would be put . Sir Thomas Lipton's yacht is to be called forth strenuously and effectively to oppose her, the Shantrock, and will be manned by an Russia will have more than she can do to Irish crew. Captain Hogarth will be in organise the necessary machinery for forcing command, and will have Wringe of the her rule in Manchuria, after which, and long yacht Aila as his leutenant, and Rowe of before she came near the Yangisze, she would the Britannia as mate, while Mr. Peter Donaldhave to subdue and Russianise the northern son (Glasgow) of the Isolds will represent Sir

of May, is of no more practical value than would be a treaty made between you and me, shipbuilding firm, has arranged to have her in which I, on the one part, might undertake built on the Thames by Messre, Thorneycroft, not to go to the moon by any other means than who he thought were better able from their exthan 27th. of tallow candles before breakfast delicate piece of work. The designs were preon Sundays. Such an agreement would not pared by Mr. Fife, jun, and the cost is estimated he very burdensome to either of us, nor should at about £60,000. Sir Thomas Lipton states we benefit by it in any particular manner, but that many new ideas have been suggested, but it-would have the advantage over our new though some few have been adopted the issue at Mr. Rounseville Wildman the American treaty with Russia of not presenting any feature stake is too great to induce designers and build-Great Britain which the signing of the present | chief novelty in the construction of the yacht treaty entails is not likely to be immediate, but will be in the skin, for it is intended to plate her it will be brought about by the false feeling top sides and underbody with a special alloy of of security which it will, be sure to produce, manganese bronte. This glyps an extraordie We shall have signed a Treaty—that solution many degree of toughness and strength, is nonof all political difficulties. Signed a treaty! corrosive and takes a perfect polish. A crew Only fancy that and with Russia ! That will of fo picked men has been engaged, and after tage. The advantage that we have gained in. cour eyes for a period of years to facts which it is from to-day onwards that is to say Russia's stendy progress southwards through Manchuria,

trouble for the Filipino, and, therefore as far the subject of this trenty, the practical series model and plan of construction. One effects of three most important trealies change is that the new boat will have a disbetween Russia and other countries in re. placement considerably less, and her lead keel recent years, the Franco-Russian, the Russo- is to be about 15 tons lighter. The Defender Inpanese, and the Russo-Chinese contracts: Iniled to give satisfaction in reaching and runman is not competing with the native bucunso list; that she has given poor unfortunate hing, but the new bout is to be several feet France away all along the line, accepted shorter as well as having a flatter floor and be induced to do it, but the Chinaman by Lir money, patted her on the back, and rounder side. These changes are calculated doing so, creates trade where there was no let her take care of herself; and, that to improve on the points of the former boat goods that never penetrated into the remote a sort of mutual protective scheme, in which bronze and steel plating are to be used in regions before. In this consists developing a the influence of both should be equally balanced, covering the boat's frames as on the Defender.

country. The up-country districts obtain she has almost got. Korea in the palm of her and the command will be given to Hair, who hand, and has ous the Japanese by every sailed the Vigilant against the Vallyrie II. underhand measure of which Russian diplomacy. In the present contest the arrangements and is capable; and grd, that her agreement with conditions are thought to be such as will satisfy China has been used morely as a sort of both parties concerned and will prevent no legalising on paper of all the outrages she has recurrence of the unfortunate circumstances been perpetrating against the unfortunate that marred the last meeting. In addition to Manchurians under the guise of protecting her the Act of Congress giving harbour masters railway concessions.

> nature to cause British money to flow into Yacht Club the following improved conditions Russian coffers; and as there is no question of a joint Anglo-Russian action in the Far East we boats must leave 25 minutes in advance of the do not run any risk of falling into a similar trap starting of the yachts. 2. The committees can to that laid successfully for the Japanese in postpone the race if the course is not clear. Koren. The trap we shall fall into if we do not mind will be that formed by our overestimate at the bows. Now that all the details for the of the value of a treaty which provides for Cup have been satisfactorily arranged we may nothing except for the withdrawal of our inte- await with confidence the forthcoming meeting rests in northern China, which will mean that in which the skill of British and American we shall passively aid and abet the carrying yachtsmen will be worthily matched. Within out of that pathetic fatalist forecast of the last year there has arisen a strong feeling o Chinese, who maintain that Russia is cordiality between the British and American the grub which is slowly, but surely, devouring the mulberry tree (China). When | character as that of the America Cup' should in years to come the grub has eaten his way strengthen the bond of union, -Sydney Mordown to the main stalk, the Yangtsze Valley, | ning Herald.

which runs through the centre of the leaf, without opposition from us, then further food will be required, and if we do not prevent Russia coming so far, we shall have to kill the grub when she arrives there. That is where the danger in our present treaty lies. It is a treaty which tends to encourage the British politician to play hisfavourite game of the ostrich burying his head in the sand until it has gone too far,

Do not lend yourself to encourage that policy, my boy .- From The London Letter.

#### THE COMING YACHT RACE FOR THE AMERICA CUP.

The time for the great America Cup contests is drawing nearer, and in yachting circles in Great Britain and the United States keen native servants are so unsatisfactory that interest is being manifested in the coming it is worth while to pay a Chinaman struggle. Sir Thomas Lipton's sponsmanlike three, four or five times as much. action in coming forward to build a yacht to Consul General Wildman is quite right; there | endeavour to wrest the coveted prize from is hardly an industry in the country but will be across the Atlantic has been a matter of favourcountry where in most lines of industry white been freely expressed. The challenge must men cannot work and natives will not, the come from an organised yacht club of a alternatives are either to import Chinese who foreign country, incorporated, patented, or will work, or leave the work undone, let things. licensed by the legislature, admiralty, or other slide, let the country retrograde and fall to executive department, and the challenging yacht must be constructed in the country to which the challenging club belongs. The Royal Ulster Yacht Club, of which Sir Thomas Lipton is a member, answers to the conditions, and the challenge emanating from it was accepted by the New York Yacht Club in August last. The dates on which the mees for the America Cup are to be sailed have been fixed, and the first race will take place on October 3rd next, and the 5th, 7th, 10th, and 12th of October have been set apart for the remainder of the 'best of five' should it be found necessary to sail the full ] series. During the last to years, however, the superiority of the American yachts has settled the championship without the necessity of sailing the whole five races. In the last contest, which took place in 1895, the competing yachts were Lord Dunraven's Valkyrie 711, and the American Defender, and the occasion is memorable not so much for the defeat of the English yacht as for the unpleasant feeling importance whatever, and that, if it is to have aroused by the charges made by Lord Duneffect in the long run will be deleterious to our ties. These, after examination, were held

Thomas on the defending American yacht. The treaty we have signed with Russia, of The Shamrock was to have been built at the which you should see the text before the end great Belfast shipping yard of Harland and Wolff, but Mr. Pirrie, managing partner of this flying machine, on the understanding that perience in the construction of the fastest and you, on the other hand, should not cat more lightest torpedo boats to do justice to such a

> in April It is the intention to race her in British waters in the early spring with some of the crack yachts, and to sail for the Cup early in September. Sir Thomas Lipton's yachrhas been named after the national flower of Ireland.

lines. It is expected that she will be launched

special powers to keep the course clear, and the Our existing treaty with Russia is not of a appeal to the public issued by the New York are to be observed :- 1. Tugs and excursion Water line marks must be placed aft as well as nations, and an international contest of such s

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Hongkong, 9th June, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

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DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan., -Manila 16th January. GLOUCESTER CITY, British steamer, 1,409, Nilsen, 28th May, -Saigon 24th May,

Rice. - Dodwell & Co. GODAVEREY, French. steamer, 713, Orsim, 1st April,-Saigon 25th March, General,-

GOODWIN, British steamer, 2,832, Arthur Jackson, oth June, -Moji 3rd June, Coal - Mitsui Bussan Kaisha. HUPEH, British steamer, 1,894, G. Ramsay, 4th June, -Iloilo 31st May, Sugar. - Butterfield

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-Butterfield & Swire. KONG BENG, British steamer, 862, F. W. Joslin, fath June,-Saigon 8th June, Rice. -Woo Kee. KUMSANG, British steamer, 2,075, Hay, 24th May, -Kuratsu 19th May, Coal.-Jardine,

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Ballast.—Jebsen & Co. MENMUIR, British steamer, 1,980, S. J. George, 5th June, -Sydney 13th May, Port Darwin 24th, and Manila 2nd June, General. Gibb, Livingston & Co. OLYMPIA, 'American steamer, 1,730, J. True-

bridge, 8th June, Tacoma, U.S.A. 10th May, General.-Dodwell & Co. PETRARCH, German steamer, 1,252, 'L. Shall, 12th June,-Iloilo 8th June, Sugar and General.—Sander, Wieler & Co. QUARTA, Germansteamer, 1,146, H. Johannsen,

10th June,-Saigon 6th June, Rice and General.—Sander, Wieler & Co. SABINE RICKMERS, British steamer, 690, Nasbet, 7th June,-Bangkok 31st May, General -- Amhold, Karberg & Co. SHERARD OSBORN, British schooner, 876, R. H. Dunmall, 13th June, Singapore 4th June, Telegraph Calle. Telegraph Co.

SHESIA, Austrian steamer, 3,350, R. Mayer, . 12th June, -- Singapore 7th June, General. -Sander, Wieler & Co. SUNGKIANG, British steamer, 994, C. B. Dodd, 10th May, -Manila 7th May, General.-Butterfield & Swire.

TAICHIOW, British steamer, 862, P. S. Primrose, 10th June,-Saigon 6th June, Rice.-Yuen Fat Hong. TAIYUAN, British steamer, 1,459, R. Nelson, 14th June,-Moji 7th June, General.-

Butterfield & Swire. THYRA, Norwegian steamer, 2,150, Edwardsen, 10th June, Moji 3rd June, Coal. -Butterneld & Swire.

TRITOS, German steamer, 1,033, W. A. Dinse, 5th June, Saigon 31st May, Rice and General.—Siemssen & Co. TRIUMPH, German steamer, 673, A. Rieke, ... 11th June,-Pakhoi 8th June, and Hoihow

gth, General.-Jebsen & Co. YEDO MARU, Japanese steamer, 1,068, S. Saito, 20th May, -Saigon 20th May, Rice. -Dodwell & Co. YIKSANG, American steamer, 887, L. A. Muir,

12th June,-Iloilo 8th June, Sugar.-Jardine, Matheson & Co. ZAFIRO, American steamer, 675, A. C. Whitton, 13th Julie, -- Manila 9th June.

Sailing Vessels. G. C. Tobey, American bark, 1,390, J. F. Shurtlef, 4th May,-Tacoma 7th Nov., Timber.—Order.

HENRY FAILING, American ship, 1,850 Merreman, 23rd Mar.,-Tacoma 12th Jan. Timber.-Master. QUEEN MARGARET, American ship, 1,999

Fraser, 5th Mar.,-New York 17th Sept., Kerosine Oil .- Standard Oil Co. Rose, British bark, 465, Riekers, 12th June, -Freemantle, W.A. 1st May, Sandal Wood.—Siemssen & Co. SOFALA, British 4 mast ship, 2,160, Thomas Auld, 30th May,-New York 29th Jan.

Case Oil.—Standard Oil Co. HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

Hongkong, June 15th, 1899. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. o.f, guns, 3,000 i.h.p., Commander A. H., Smith-Dorrien, Wei-hal-wel.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.li.p. Com. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon, S. C. Colville, C.B., Yokohama. Bonaventure, 2nd class cruiser, 4,360 tons, 18

guns, 0,000 i.h,p., Capt. R. Montgomene, Shanghai. Brisk, British cruiser, 1,770, tons, 6 guns, 5,600 h.p., Capt. Wrey, Wei-bai-wei. Centurion, 1st class battleship, 10,900 tons, 14

guns, 13,000 i.h.p., Captain R. J. Jellicoc, Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Nagasaki. Est, coast defence gunboat, 303 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, - Shanghai,

Fame, twin screw, torpedo-boat destroyer, 402. tons, 5,400 i.h.p., Lleut. Com. R. Keyes, Hongkong. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong

Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 i.h.p., Capt. W. Fisher, Manila Handy, twin screw, torpedo-boat destroyer, 260 tons o guns, 4,000 lin.p., Hongkong Hart, twin screw, torpedd-boat destroyer, 260 tone, 6 guns, 4,000 ling. Hongkong Hermione, and class cruiser, 4,360 tons, 9,000; i.h.p., 18 guny, Captain! G. Callaghan,

Linut, gun vessel, 756 tons, a heavy guns, a Smythe, Shanghai. Pracock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Coindn P. S. St. John

Phanix, sloop, 1,050 tons, 6 guns, 1,100 l.h.p. Com. R. P. Cochran, Wei-hai-wei. Plemy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. Green, Manila. Plover, 1st class gunbont, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M.

Cowper, Hongkong. Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, en route Weihai-wei. Rattler, ist class gunboat, 715 tons, 6 guns,

1,200 i.h.p., Lieut-Com. The Hon. G. A Hardinge, Foochow. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tops, 3 guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Victorious, British battleship, 14,900 tons, 32

guns, 12,000 i.h.p., Captain A. Schomberg, Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan. Whiting, twin screw, torpedo-boat destroyer,

320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous. Capt. Zezi, Singapore. Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut. Com. Marques, Macno.

Elna, Italian cruiser, 3,530 tons, Capt. G. Giorello, en route Shanghai. Kaiserin Elizabeth, Austrian cruiser, 4,004 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr.

Cunha, Macao. Marco Polo, Italian cruiser, 1,457 tons, Capmin Ed. Incovount, San Mun. Saida, Austrian cruiser, 2,350 tons, Capt.

Guarde, Shanghai. Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

#### FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser,

5,000 tons twin screw, 36 guns, 9,500 h.p. Captain Molas, at Port Arthur. Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at

Nagasaku -Dimitri Danskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidaniak, Russian gunboat, 400 tons, twin

screw, 18 guns, 3,500 h.p., Capt. Screbren nikff at Vladivostock. Grentiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.

Koreyels, Russinn cruiser, 1,200 tons, 9 guns, 3,150 h.p., Capt. Serebriamikoff, at Port Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p.; Capt. Kachaloff. at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.

Navezanik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Otvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain. Coprianoff at Nagasaki. Pamiai Azova, \* Russian cruiser, 6,000 tons, 36

guns, 8,000 h.p., Captain Virenins, as Vladivostock. Rossia, Russian armourd cruiser, 12,200 tons Capt. Domojiroff, at Port Arthur. Rurik, I Russian flagship, 10,940 tons, armoured

twin screw cruiser, 1st class, 44 guns 13,500 h.p., Capt. Groupt, at Port Arthur. Silateh, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock. Sirsoi Veliky, Russian battleship, 10,000 tons to guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.

Siveotch, Russian gunbont, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur. Vladinir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 Zafiro, U.S. dispatch-vessel. h.p., Com. Molchousky, at Vladivostock.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt Rogulf, at Vladivostock. Vakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock Zabiaka, Russian cruiser, 1,230 tons, 20 guns 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUBBIAN TORPEDO FLOTILLA (BEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p.; speed

19.7 knots. (1st and 2nd class)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p.; 16.knots. Tantchichi, Russian torpedo boat, 87 tons, guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns. 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, gun, 220 h.p., 16 knots Sieik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots, Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Scotchena, Russian torpedo boat, 87 tons, 4 guns 970 h.p., 19 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p.; 16 knots. Strauss. Russian torpedo Bont, 23 tons, I gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, guns, 1,800 h.p., 22 knots. Usruri, Russian torpedo boat, 140 tons, 4 guns

1,800 h.p., 22 knots. Flagship of Vice Admiral Alexeleff. Flagship of Rear-Admiral L. V. Dubossoff Flagship of Rear-Admiral Recunoff

Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns 895 h,p., Captain Ternet, at

Bruin French cruiser, 4.750 tons, 16 guns, 8,800 i.h.p., at Saigon, Comète, French gunbont, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon. Descartes, French protected cruises, 3,985 tons, 36 guns 63t i.h.p., Captain Bernard, at

Etlatreur, French cruiser, 1,608 tons, 15 guns, 3,408 l.h.p.; Capt. Texter, at Along Bay. Forfait. French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French cruisor, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 10 guns, 8,000 i h.p., Capt. Chesmar, at Toku. Lion, French gunbont, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

36 guns, 9,000 i.h.p., Capt. de Bretizei, at Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Pascal, French protected cruiser, 3,985 tons,

Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vouban, Franch flagship, 6,150, Capt. Houtet

at Haiphong Vipère, French gunboat, 463 tons, 6 guns, 44 h.p., Comdr. Constolle, at Bangkok. + Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON. Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Remke, at Singapore. Cormoran, German cruiser, 1,640 tons, 14 guns,

2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven. Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons,

12 guns, 12,000 i.h.p., Captain Gulich, a Manila. Kaiser, German, flagship, 7,676 tons, 28 guns ,800 h.p., Captain Stubenrauch, at Wei-

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy. Prinzess Wilhelm, German cruiser, 4,400 tons 22 guns, 8,000 h.p., Captain Truppel, at

 Kiaochow. + Flagship of Rear-Admiral von Diederichs. \* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON. Ballimore, U.S. cruiser, 4,413 tons, 10 guns 10,064 h.p., Capt. N. M. Dyer, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns 3,436 h.p., Comdr. E. D. Taussig, Manila.

h.p., Capt. Whiting, en route Home Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, a Callao, U.S. gunboat, 132 tons, 1 gun, 55 h.p. Lieut. Benjamin Tappan, at Manila.

Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030

Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p. Lieut.-Comdr. N. J. K. Patch, at Manila. Charlesion, U.S. cruiser, 3,730 tons, 8 guns 6,666, i.b.p., Capt. W. H. Whiting, Manila Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. JaB, Briggs, at Hongkong. Culgor, U.S. supply-ship, 7,000 tons, 2,350 h.p. Lieut. Comdr. J. W. Carlin, at Manife. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988

h.p.; Comdr. W. T. Swinburne, at Manila. Irls, U.S. distilling-ship, 6, 100 tons, 1,300 h.p. Lieut.-Comdr. N. T. Houston, at Manila. Manila, U.S. gunbont, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, a

Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila. Monosacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Shang-Monterey, U.S. double turred monitor, 4,084

tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan, U.S. collier, Olympia, U.S.-flagship, 5,760 tons, 14 guns 17,313 h.p., Capt. B. P. Lamberton, a Oregon, U.S. 1st class battleship, 10,288 tons,

16 guns, 11,111 h.p., Capt. A. S. Barker Petrel, U.S., gunboat, 892, tons, 4. guns, 1,095 li.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila. Yorktown, U.S. gunboat, 1,710 lons, 6 guns, 3,392 h.p., Comdr. C, S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. R. P. Leary, at-

Manila.

Post Office.

A Mail will close;-For Amoy and Tainsui-Per Formosa to morrow, the 16th instant, at 9 A.M.

For Wuchow-Per Kongpan to morrow, the 16th instant, at 11 A.M. For Swatow, Chefoo and Tientsin-Per Kweiyang to morrow, the 16th inst, at 11 A.M. For Hongay-Per Amara to morrow, the 16th instant, at 11 A.M. For Amoy-Per Cheang Chew to morrow,

the 16th instant, at T. A.M. For Tientsin-Per Hernies to-morrows the 16th instant, at NOON. For Bangkok-Per Keongwai on Saturday, the 17th instant, at 9 A.M. For Swatow, Amoy and Tamsui-Per Hal mun on Saturday, the 17th instant, at 9 a.M.

For Amoy, Moji, Kobe, Yokohama Victoria and Tacoma-Per Olympia on Saturday, the 17th instant, at 10 A.M. For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne Per Talywan on Saturday,

For Shanghai -- Per Hunan on Saturday, the For Singapore, Penang and Calcutta-Per Kumsang on Saturday, the 17th instant, at Lungshan, British steamer, 108, Morrison,-For Europe, &c | India, yis Tuttebrin Per. Co. Last on Saturday, the 17th instant, at 1 f.A.M. For Manila-Per Diamante on Saturday, the

17th instant, at 3 P.M.

For Port Darwing Thursday Island, Cooks

town, Townsville, Brisbahe, Sydney, and Mel-

the 17th instant, at 10 A.M.

bourne Per Wirlie on Saturday, the 17th install For Sydney and Melbourne-Per Chingin Cheung Kong, Y. Kun, 18,-Kwong Wan S.S. on Monday, the 10th instant at 9 a.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Lil, American Jorcha. Honolulu and San Francisco Per City vi Kongpak, British steamer, 147, G. C. Jones

Policy on Thursday, the 22nd instant at Kwong Lee Steamship Company

10.45 A M

For Europe, &c., India, viz Tuticorio—Per July Lorches and Bohooners. tr-Admiral Recumon

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# JAPANESE MEN-OF-WAR.

Battleships. Vaskimar ist class, 12,460 tons, 38 guns, 14,000 h.p.j. at Yokohama. Full, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200

h.p. Yokohama Coast Defence Ships. Matsushimu, 1st class, 4,277 tons, 25 guns, 5,400 hip., at Manila." Itsuskushinia, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki, Haskidale, est class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu. Kongo, and class, 2,550 tons, 13 guns, 2,035

Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.

Heiyen, and class, 2,600 tons, 15 guns, 2,400

CTD18018. Kasagi, protected cruiser, 1st class, 4,978 dons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. kashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p. oshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa, protected cruiser, 1st class, 3,709 tons,

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227. tons, 30 guns, 10,000 h.p., at Manila.

24 guns, 7,120 h.p., at Manila.

Akilsusu, projected pruiser, 1st class, 3,150 26 guns, 8,500 h.p. Sunta, protected cruiser, 1st class, 2,700 tons, Ideumi, protected cruiser, 1st class, 2,950 tons,

20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at Miyako, and classi 1,800 tons 34 guns, 5,000 h.p.

Takao, and class, 1,764 tons 15 guns, 2,400 h.p. Vaeyunia, 3rd class 1,600 tons, 10 guns, 5,630 Tsukush., 3rd class, 1380 tons, 12 guns,

Bloops and Corvettes. Musashi, 1,490 tons, to guns, 1,600 h.p. Kaisuragi, 1,480 tons, 10 guns, 1,600 h.p. Zamato, 1,480 tons, 10 guns, 1,600 h.p. Tenritt, 1,550 tons, 10 guns, 1165 h.p. Kaiman, 1,360 tons, 10 guns, 1,125 h.p. Antagi, 1,030 tons, 13 guns, 720 h.p.

Oshima, 640 tons, to guns, 1,200 h.p., at Kanko. Akagi, 620 tons, 10 guns, 700 h.p., at Clicioo, Alago, 620 tons, to guns, 700 lap. Maya, 620 tons, to guns, 700 n.p. Chickei, 620 tons, 10 guns, 700 h.p., at Fusani. Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinio, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p.: Chin Pui, 500 tons, 9 guns, 455 li p. Chin Chu, soo tons, 9 guns, 455 h.p.

Torpedo-gunbout. Tatsuta, 875 tons, 6. guns, 5 torpedo tubes, 5,500 h.p. Torpedo-bonts. Ikadusch, Japanese torpedo-boat destroyer,

331 tons, Comdr. It Ishida, Hongkong. Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. 14 boats (Creusot), 56 tons, 2 torpedo-tubes, boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes, boots (Schichau), 90 tons, 3 torpedo-tubes, boats (Yarrow), 40 tons, 3 torpedo-tubes, boats (Yarrow), 40 lons, 3 torpede tubes,

(used as gunnery traning ship.)
Kunjiu, sailing-ship, 877 tons, 6 guns, (used as training ship.). Manjeu, sailing ship, 877, tons, 6 guns, "(used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons.

Miscellaneous,

Rinjo, armoured cruiser, 2,530 tons, to guns,

to guns, 520 h.p. (used as training ship.), Asama, sailing corvette, 1,420 tons, 12 guns: Jinger wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.

RIVER STEAMERS, SCHOONERS, AND LOROHAS.

Fatshan, British steamer, 2,260, Smith,-Hongkong, Canton, and Macao Steamboat Honam, British steamer, 1,377, S. W. Goggin, Hongkong, Canton, & Macao Steamboat

Hankow, British steamer, 2,235, C. V. Lloyd,-Batterfield & Swire Hoj-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tal On Steamship Co. Chun Wai, British steamer, Kwong Wan S.S.

Powan, British stenmer, 1,890, A. M. Patrick,— Hongkong, Canton, and Macao Steamboat

Hongkong and Macao Heungshan, British eteamer, 1,055, W. E. Clarke Hongkong, Canton and Macao Maoro and Canton. Thite Cloud, British steamer, 752, A. Cruick

shank,-Hongkong, Canton, and Macao Canton and West River Lungkiang, British steamer, 108, Nunes,

Hongkong, Canton and, Macao Steamboat Hongkong, Canton and Macao Steamboat City of Whampoa, Chinese steamer, 40, Ah Sun Chow, Chinese steamer, Ah You. 

Hongkong and West River, Saikong, British stesmer, 250, Kwong Wang Steamship Co